NOVEMBER 19, 1960. VOL. CCXLII. No. 6153 TWO SHILLINGS AND SIXPENCE

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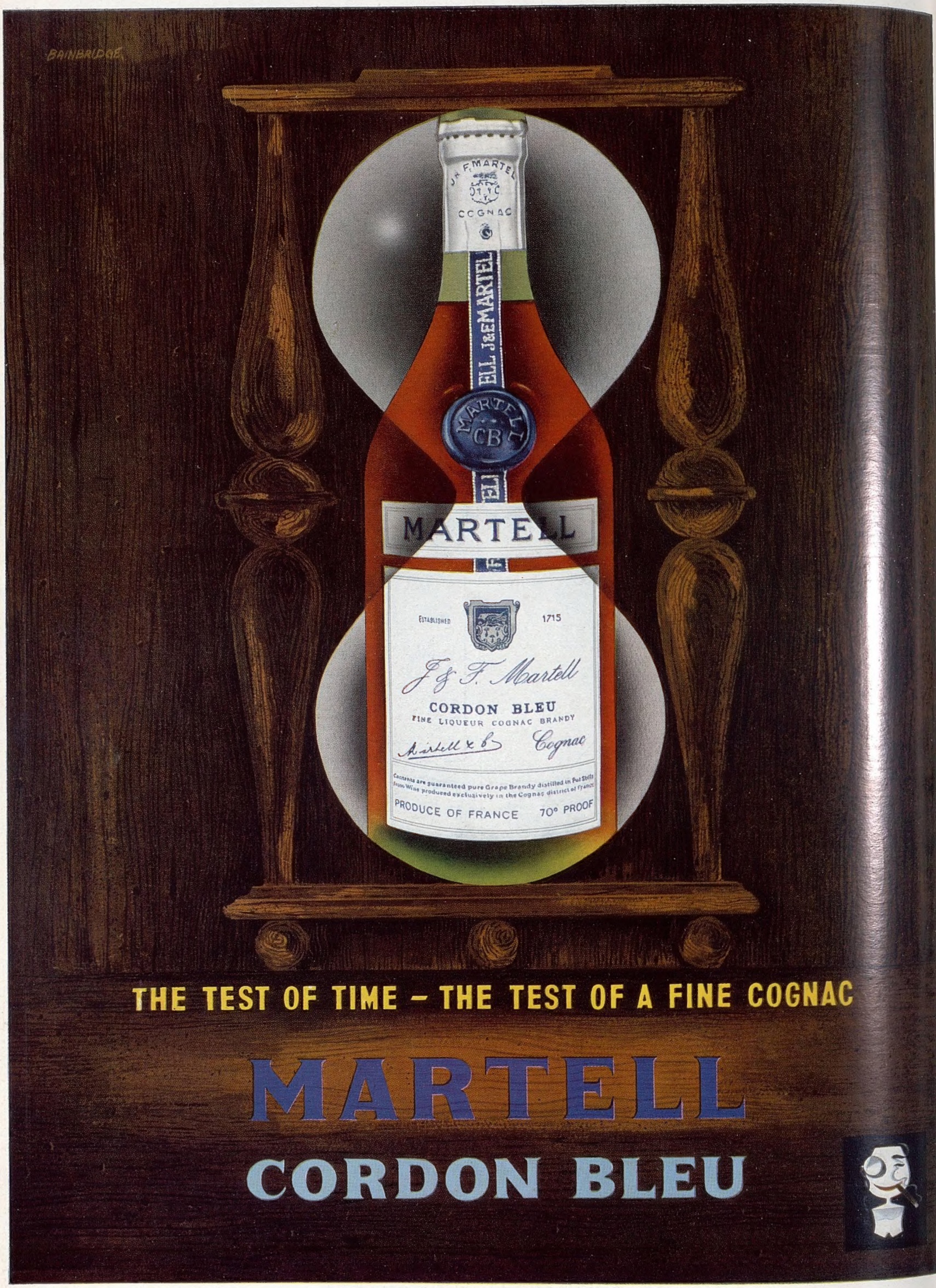
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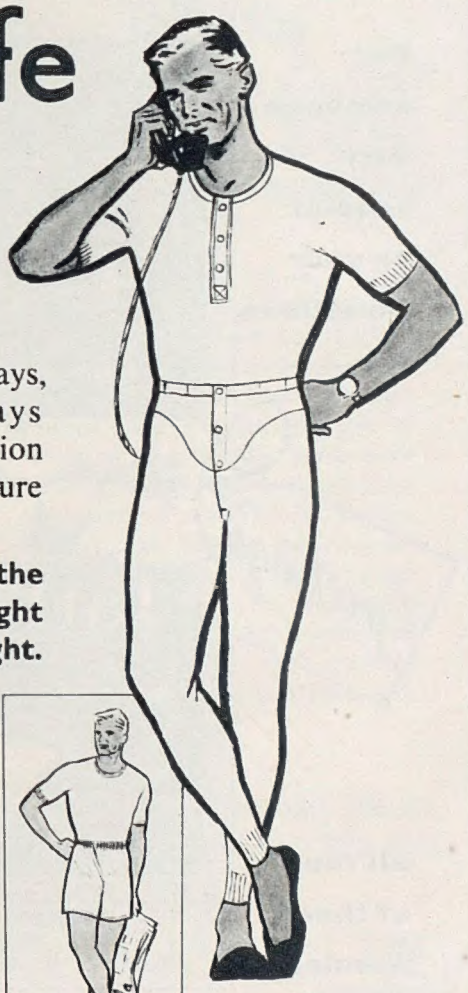

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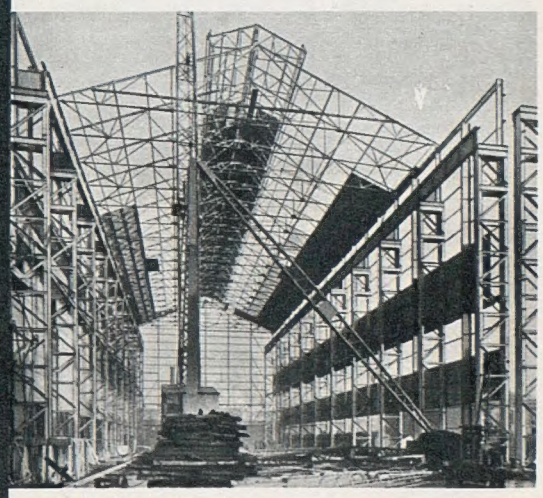

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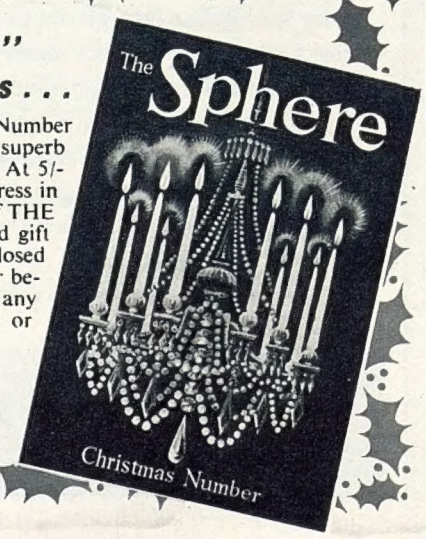

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Volume CCXLIII No. 3155

THE SPHERE

LONDON, November 19, 1960

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THE PRESIDENT-ELECT

Senator John Kennedy is with his wife Jacqueline in Boston as the results of the polling come through. His victory over the Republican candidate, Vice-President Nixon, is one of the closest on record. In 1884, Cleveland beat Blaine by a bare 63,000 votes, and in 1888 Cleveland collected more popular votes but less electoral votes to lose to Benjamin Harrison. This year, Senator Kennedy drew his strength from the industrial north, the cities, and the Roman Catholics, while Vice-President Nixon held the Middle-West, remote rural areas, and parts of the South won by President Eisenhower in the last two elections. Senator Kennedy, when he becomes officially President on January 20, will be the thirty-fifth U.S. President, the first Roman Catholic to hold the post, and the youngest—at forty-three—to be elected. Theodore Roosevelt was forty-two when, as Vice-President, he succeeded the assassinated McKinley. But it is to another Roosevelt, Franklin, that Senator Kennedy is most frequently compared, in his vigour, personal appeal, and uncompromising vision of the stature of the United States. During his campaign, Senator Kennedy made frequent reference to the " 100 days," the first flurry of legislation when President Roosevelt took office to initiate the New Deal

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NEWS SUMMARY

Soviet-Chinese discussions in Moscow; the U.S. forerunner "spy" satellite; Turkish Government changes; conference on Rhodesia's future; and revolutionary failure in South Vietnam

THE SOVIET UNION

In **Moscow,** a Chinese delegation, led by Mr. Liu Shao-chi, the Chinese Head of State, met Soviet leaders for an Eastern Summit. Most of the Communist leaders of Eastern Europe were also present. The main speech of the forty-third anniversary of the revolution was made by Mr. Frol Kozlov; it was notably more inflammatory than recent Soviet policy statements, and contained a number of minor concessions designed to appease the Chinese. The line which Chinese leaders appeared to follow in order to find a common basis of agreement with Mr. Khrushchev on the "inevitability of war" was as follows: the more Communist revolutions there are in uncommitted nations, the weaker becomes the "capitalist" position, and therefore the chances of peace are the stronger.

It seemed that the Summit was meeting with success since Mao Tse-tung, who had not gone to Moscow, appeared at a reception at the Soviet Embassy in Pekin. Areas of the world in which the Chinese are interested are shown by members of Liu Shao-chi's eleven-man delegation. Liao Cheng-chih is chairman of the Chinese Committee of the Afro-Asian Solidarity Council (he appeared at the Council's conference last spring in Guinea). Liu Ning-yi is a chief delegate to the World Federation of Trade Unions and of the World Peace Council, used to spread Communist influence in under-developed countries. Yang Shang-kin has been host to African and Latin American delegations to Pekin. Peng Chen was the host to the Algerian rebel delegation to the Chinese capital.

THE UNITED STATES

The forerunner of the American programme of reconnaissance satellites, Discoverer 17, was launched from Vandenberg Air Force Base, California. Its polar orbit was designed to take it over Soviet territory several times a day, carrying a 300-lb. instrument capsule. The second stage of the launching rocket was an Agena B, a type of rocket which is designed to be used on the Samos and Midas satellite programmes. Samos will scan Russian territory by means of television cameras, and Midas will be equipped with instruments capable of detecting the launching of satellites. The two programmes are designed for the type of reconnaissance of technical and military developments provided by the ill-fated U-2 flights.

TURKEY

In a coup within a coup in **Istanbul,** General Gursel, the Turkish Head of State, dismissed fourteen members of the National Unity Committee. This was the 37-men junta which seized power in May. It is replaced by a new committee of twenty-three men, all drawn from the old junta. In a Press conference in Ankara General Gursel said that a "radical" group within the N.U.C. had been trying to seize power. It was stated that before taking action, General Gursel had talks with Mr. Ismet Inonu, former leader of the opposition Republican People's Party and Turkey's elder statesman. The dismissed radical group was strongly against Mr. Inonu. The new committee is composed of four generals, ten colonels, five lieutenant-colonels, three majors and a naval commander. The highest of those dismissed is Colonel Turkes, who at one time held the post of Under-Secretary to the Prime Minister's office. It was believed his group was behind the dismissal of 147 professors and lecturers from Turkey's five universities.

RHODESIA

It was announced by the Commonwealth Relations Office that the conference reviewing the constitution of the Federation of Rhodesia and Nyasaland would open in **London** on December 5. Delegations would attend from the U.K., the Federal Government, Southern Rhodesia, Northern Rhodesia and Nyasaland. Although the ostensible duty of the delegations is the review of the Federal constitution dating from September 1953, the most important matter will be the Monckton Report. Before the conference takes place, the British Government was to hold formal constitutional consultations with Southern Rhodesia on Britain's remaining powers in the colony. Sir Edgar Whitehead, the Southern Rhodesian Premier, agreed to bring with him, as delegates, representatives of the different shades of opinion, including the main African political group, the National Democratic Party.

SOUTH VIETNAM

A military revolt against the government of President Ngo Dinh Diem collapsed in **Saigon.** The rebellion involved a number of paratroops led by Colonel Chanh Thi and Lieut.-Colonel Van Dong and Dr. Dan, leader of the banned Free Democratic Party. The paratroops surrounded the Presidential Palace and called on the President to surrender. He refused to do so; tank commanders in the capital went over to his side, and the revolt collapsed. It was estimated that between thirty and forty people were killed.

The coup was directed against the family oligarchy of President Diem and his brothers, many of whom hold positions of power in South Vietnam. The rebel leaders called for more democracy and liberty—a move which many South Vietnamese have been demanding in recent months; and a more intensive campaign against Communist guerrillas in the provinces. President Diem has been in power for six years; he has received extensive U.S. aid.

LAOS

In the neighbouring State to Vietnam, there were further developments in the complex situation. Major Bounpheun Isixiengmay, commander of the infantry in **Luang Prabang,** seized control of the Royal capital. He declared he no longer recognised the neutralist government of Prince Souvanna Phouma in Vientiane. The move followed Prince Souvanna Phouma's negotiations with the Communist Pathet Lao. (See also pages 313-315.)

In Moscow, from left are: Marshal Malinovsky, the Soviet Minister of Defence; Mr. Khrushchev; Liu Shao-chi, and Mr. Brezhnev, the Soviet President of the Praesidium

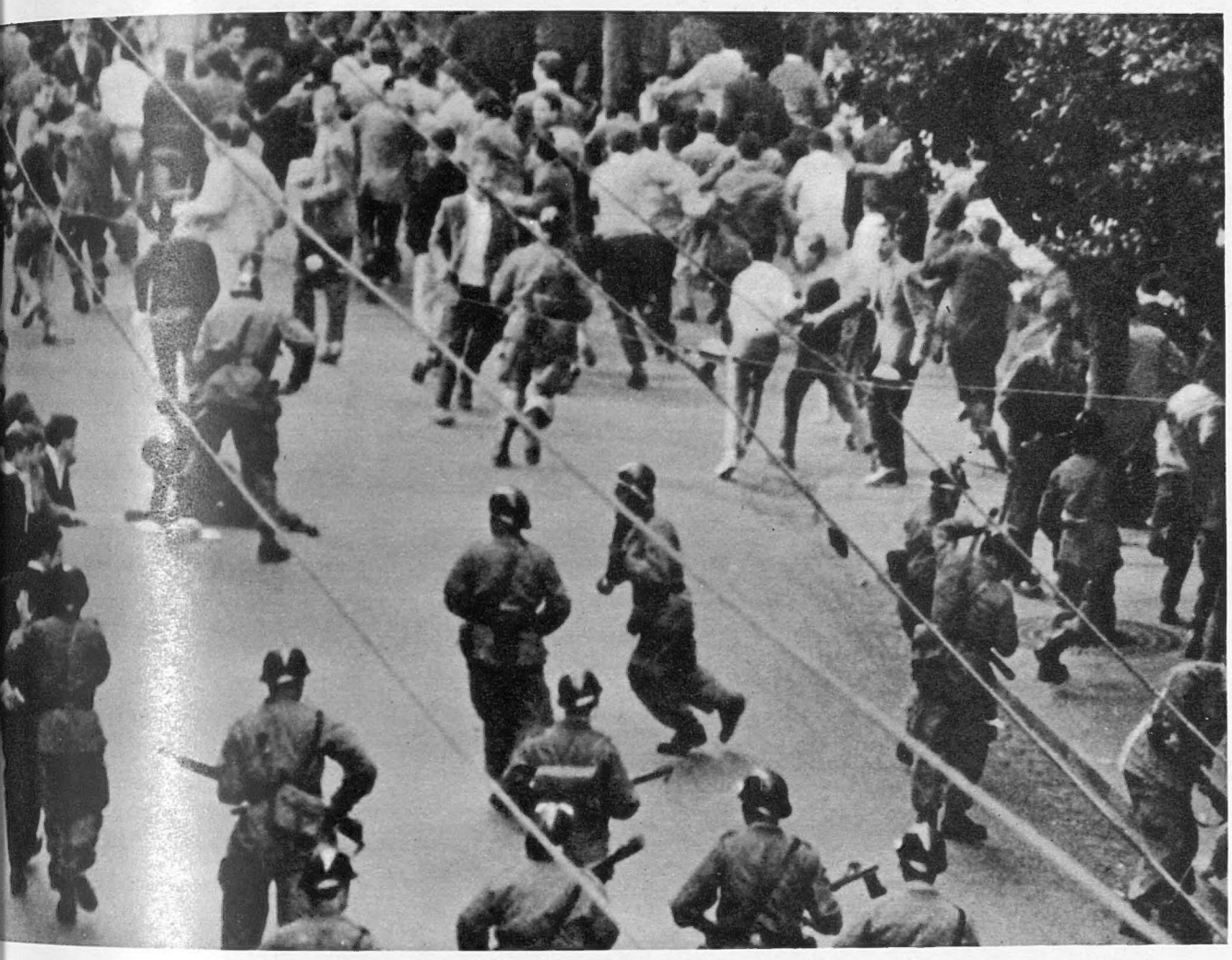
THE NEWS IN PICTURES

The Prime Minister stands with Tunku Abdul Rahman, Prime Minister of Malaya, and Lord Attlee. They laid their wreaths with other representatives of the Commonwealth a few moments after the Queen had stepped forward to lay hers. The laying of wreaths came after the two minutes' silence

LONDON'S NEW LORD MAYOR

REMEMBRANCE SUNDAY AT THE CENOTAPH IN WHITEHALL

Far left: Sir Bernard Waley-Cohen waves from his golden State Coach as he drives through the rain in the City of London to the Law Courts for the oath-taking ceremony. This year the accent of the Lord Mayor's show was on the Royal Navy

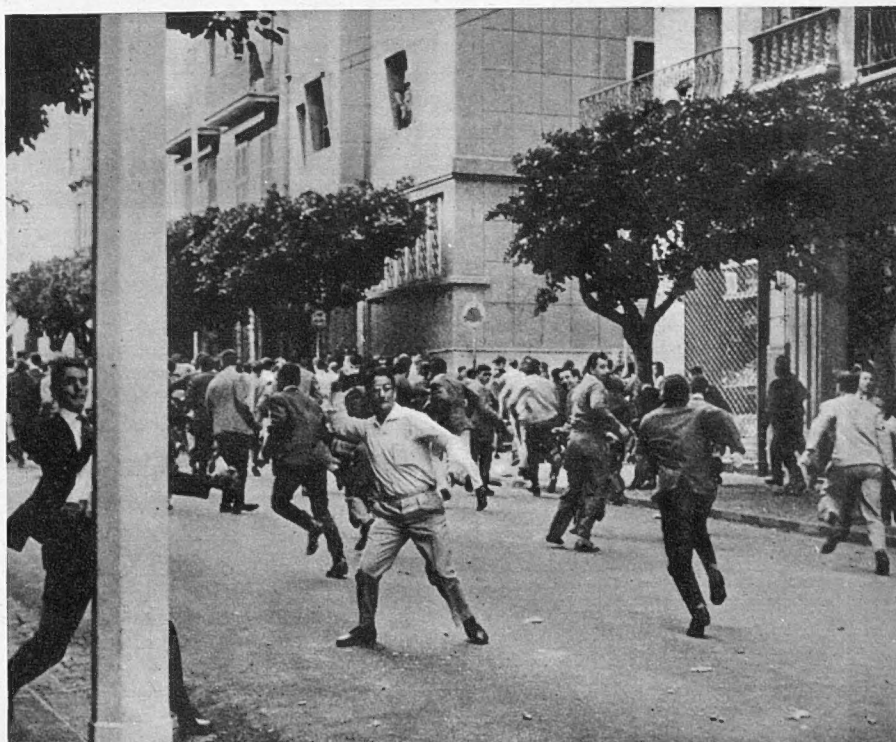


RIOTING BY RIGHT-WING DEMONSTRATORS IN ALGIERS ON ARMISTICE DAY

Over a hundred people were injured in Algiers in demonstrations on Armistice Day. During a ceremony on this occasion, M. Paul Delouvrier, the Delegate-General of the French Government, was booed. Afterwards the police were stoned, the American cultural centre was wrecked and a number of buses broken up. The Front de l'Algérie Française, the biggest Right-Wing organisation dedicated to keeping Algeria French, repeatedly asked its supporters not to engage in rioting. In Paris, 1,900 people were detained during the evening of Armistice Day to prevent Right-Wing demonstrations against the Government. These outbreaks were the first major public demonstrations since President de Gaulle's broadcast on the Algerian situation, in which he visualised a separate Algerian republic linked to France. It was reported from Paris that the French President had been holding a series of meetings with individual ministers to discover their views on his proposed course of action. M. Delouvrier flew to Paris to discuss the situation and M. Messmer, Minister for Armed Forces, and General Ely, chief of the French National Defence General Staff, both paid rapid visits to various parts of Algeria. On December 5, the French National Assembly is due to discuss the Algerian situation

SECURITY POLICE HURL BACK STONES THROWN AT THEM

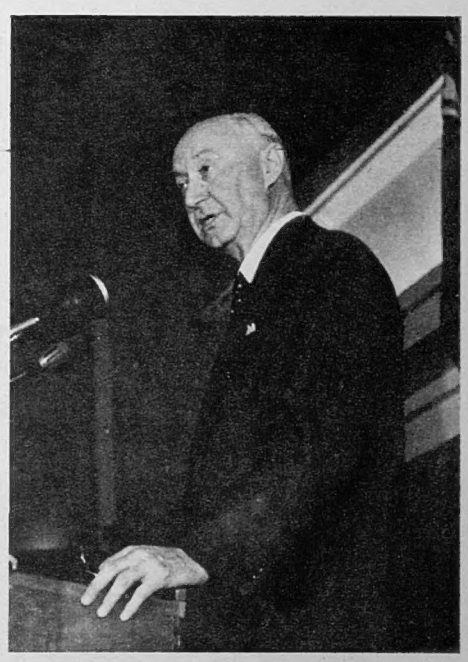
ALGERIAN DEMONSTRATORS ON THE RETREAT



Mr. Selwyn Lloyd, the Chancellor of the Exchequer, opens the three-day Political and Economic Conference of the seven countries of the European Free Trade Association. On the platform, from left, are: Sir James Hutchison, chairman of the U.K. Delegation; Mr. Maudling, President of the Board of Trade; Dr. Kamitz, chairman of the Austrian National Bank; Sir Edward Beddington-Behrens, chairman of the U.K. Council of the European Movement; Mr. Robens, joint-chairman of the Conference; Professor Heckscher, of Sweden; and Mr. Heath, Lord Privy Seal. An immediate purpose of the conference was to strengthen E.F.T.A. It was decided that the conference should keep itself in being by the appointment of a continuous standing committee called the "E.F.T.A. Action Committee," with its headquarters in London

THE CONFERENCE OF THE OUTER SEVEN IN LONDON

Sir John Kennedy, a former Governor of Southern Rhodesia, opens the National Convention in Salisbury. Altogether 180 delegates, representing all shades of opinion in the colony, attended the Convention, or Indaba, called to find a solution to Southern Rhodesia's pressing problems. Shortly afterwards came the storm over the Law and Order Bill, and the Rhodesian Federal Assembly debate on the Monckton Commission's report



THE OTHER JOHN KENNEDY

Far right: In Santiago, the Chilean capital, a policeman falls to the ground in trying to wrest a banner from a demonstrator during a protest march. A general strike for higher wages was held on the second anniversary of the inauguration of President Jorge Rodriguez

LEFT-WING DEMONSTRATIONS IN CHILE

President Ayub Khan, at the salute, is with President Nasser on his arrival on a seven-day State visit to the United Arab Republic. The Pakistan President flew to Cairo from Saudi-Arabia to which he had also paid a State visit. He was accompanied by his Ministers of Education and Foreign Affairs

PRESIDENTS OF PAKISTAN AND THE U.A.R.

Far right: At the State dinner in Addis Ababa, Emperor Haile Selassie (right) raises his glass in a toast with President Abboud of Sudan. The Ethiopian Emperor celebrated the thirtieth anniversary of his coronation at the beginning of November. Among the guests for the celebrations was President Abboud, who was paying a visit to Ethiopia. The Emperor announced that elections would be held in Ethiopia in a few months

HAILE SELASSIE TOASTS THE SUDANESE PRESIDENT

THE NEWS IN PICTURES

THE ARMY LAUNCHES A MISSILE OVER SALISBURY PLAIN

In a blast of flame an American Honest John rocket, the first to be launched in Britain, is fired during a demonstration at the School of Artillery, Larkhill, Wiltshire. The missile, which is 27 ft. in length, was shot over a range of 8,000 yards, and was fused to destroy itself at a point about six miles from the town of Devizes. Its warhead, which can be either atomic or high-explosive, was on this occasion packed with concrete. Honest John is a standard free-flight rocket for NATO forces; one Royal Artillery regiment, in Germany, has already been equipped with it

The Queen discusses an exhibit of the work of disabled ex-servicemen at a sale of work at the Lord Roberts Memorial Workshops. Many people visit the showroom of the organisation at 122, Brompton Road, to buy presents for Christmas

Far right: The Queen Mother receives a bouquet from Alisdair McGregor, the seven-year-old son of the Commanding Officer of The London Scottish, The Gordon Highlanders (T.A.), Lieut.-Colonel J. D. McGregor. The occasion was a reception in honour of the Queen Mother's twenty-five years as Honorary Colonel of the Regiment. She was presented with a silver statuette of a pipe major

QUEEN ELIZABETH AND THE QUEEN MOTHER CARRY OUT ENGAGEMENTS IN LONDON

SIR WINSTON REVISITS HIS OLD SCHOOL

Pupils at Harrow sing and cheer lustily as their most distinguished old boy, Sir Winston Churchill, leaves after attending the annual "Songs" evening at the school. He listened to the tunes which he sang as a boy at the end of the last century. Later, he and Lady Churchill were entertained by the Headmaster, Dr. R. L. James, and Sir Winston met the school monitors. He said afterwards: "I am always very glad when it comes round for me to turn up here and to have the opportunity of seeing these old scenes, and having notes struck in my mind which it always recalls and which I shall always welcome." It was Sir Winston's twentieth visit to "Songs." He will be eighty-six on November 30

ELECTION SCENES

Mr. Nixon, with his wife and two daughters, Patricia and Julie, arrives for his holiday in Miami, Florida

Mr. and Mrs. Kennedy and their daughter in Washington

Mr. Kennedy with his brothers and sisters in his father's house at Hyannis Port, Massachusetts. Standing, from left, are Mrs. Bob Kennedy; Mr. Steve Smith and his wife (formerly Jean Kennedy); the President-elect, John Kennedy; Mr. Bob Kennedy, the campaign manager; Mrs. Lawford, formerly Patricia Kennedy; Sergeant Shriver; Mrs. Joan Kennedy (Mr. Ted Kennedy's wife); and Mr. Peter Lawford, the film actor. Seated, from left, are Mrs. Shriver (formerly Eunice Kennedy); Mr. Joseph Kennedy, the father of the remarkable family, and his wife; Mrs. Jacqueline Kennedy, the President-elect's wife; and Mr. Ted Kennedy. Mr. Joseph Kennedy was the American Ambassador to Great Britain 1937-41

With Mr. John Kennedy is Mrs. Eleanor Roosevelt at a campaign rally

President Eisenhower shakes hands with Mr. Nixon at the White House

So close was the result of the Presidential election—a margin of half per cent. in the popular vote—that there was a strong campaign by members of the Republican Party to organise investigations into alleged voting irregularities. But it was acknowledged that they had given up hopes of upsetting the unofficial result before the official returns were posted. Mr. Nixon was careful to dissociate himself from this Republican movement; he aimed to return to his private law practice, while remaining active politically so as to be able to campaign again in four years' time. Both he and Mr. Kennedy went to Florida to recuperate after the gruelling months of campaigning. Senator Kennedy visited Mr. Nixon in Miami in order to congratulate him on his campaigning and to resume the "cordial relations" between the two men which existed during their past fourteen years in Congress. There has been much speculation in the U.S. over the key appointments to Mr. Kennedy's Cabinet. He announced that Governor Luther Hodges would be the Secretary of Commerce. As Governor of South Carolina, Mr. Hodges was the first Southern Governor to rally to Mr. Kennedy's support. The other appointments would not be announced by the President-elect until after Thanksgiving Day, at the end of this month.

After one of the crucial television debates, the rivals shake hands

There was tumultuous support for both candidates—in Los Angeles Mr. Kennedy is deluged with confetti. **Below :** Mr. Nixon, with Mr. Eisenhower, receives similar treatment in New York

JOHN CONNELL

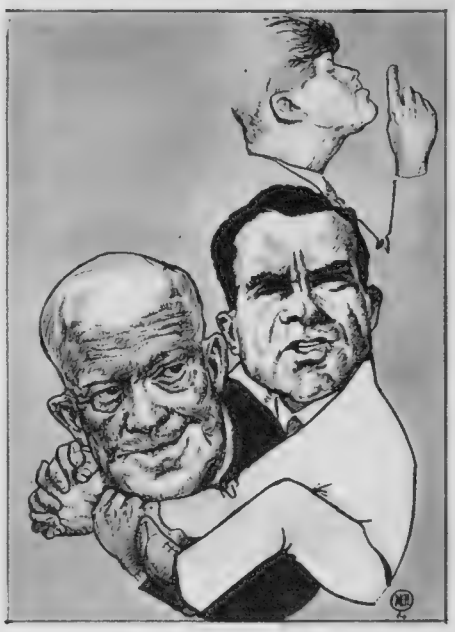
MR. KENNEDY'S CAMPAIGN

Why does anyone seek to become President of the United States? Of both Richard Nixon and of John Fitzgerald Kennedy, who so narrowly defeated him in the Presidential election last week, it can truthfully be said that they are profoundly ambitious. The ambition to become President is part of the American myth; every barefoot lad, larking about down at the creek, has the opportunity, so the myth runs, and therefore every lad has the desire. I wonder. Nixon has always seemed to me to be the embodiment of the less amiable aspects of the American myth, and his ambition to be both conventional and self-centred. It has taken him very near the White House, but not—as President—across the threshold, and into the seat of power. Mr. Truman, in his crisp, disarming fashion, has made devastatingly clear the difference, in responsibility, knowledge and authority, between being President and being Vice-President. It has been Mr. Nixon's harsh fate, these past eight years, to be the shadow of a fading shadow. However deeply grateful one may be for Kennedy's victory, it is impossible not to feel a twinge of compassion for his vanquished opponent, that strange, tight-lipped, hollow and difficult man.

Kennedy, more than once, in the course of his efficient and highly effective campaign, evoked the memory of Franklin Delano Roosevelt. Something deeper than a shared Party affiliation, across the fifteen years, links the two men. The career of each was moulded, and the character strengthened, by a serious illness comparatively early in life. Kennedy, like Roosevelt, is generously endowed with riches, good looks, and apparently effortless and limitless charm. And Kennedy's ambition, like Roosevelt's, is formidably impersonal and devoid of selfish satisfaction; in old-fashioned, but appropriate terms, Kennedy wanted to become President because, above all else, he wanted to serve his country to the utmost of his capacity, and to give practical expression on his country's behalf to certain aspirations and beliefs which he has long and tenaciously held.

There is not an ounce of complacency in Kennedy. He was aggressively critical throughout his campaign, not merely for tactical reasons, but because he was and is certain that there is a great deal wrong with America nowadays which needs to be remedied, and that time is by no means on America's side. In his pre-election speeches Kennedy referred repeatedly to what he intended to ask of the American people, and not to what he intended to offer them.

Again the analogy with F.D.R. comes to mind. Between F.D.R.'s election as President and his inauguration in his office—that extraordinary period of political impotence which, because in the 1780's it was difficult to get about North America in winter-time, is now a hallowed part of the American tradition—the full effects of the worst depression ever experienced hit the United States like a hurricane, and Roosevelt took office in face of the gravest possible economic crisis. America's problem to-day is not economic; it is moral and spiritual. It is that, in a period of enormous national prosperity and material power, America is sick at heart, scared and unsure of herself.



A Swedish cartoon of President Eisenhower's intervention on behalf of Mr. Nixon, seen as a " piggyback-ride into the White House "

Eisenhower's second term of office, which began, it is ironic to recall, in the misery and muddle of the Suez crisis, with America openly at odds with her staunchest allies, Britain and France, and aligned temporarily but horribly with the Soviet Union, has been a long, melancholy record of repeated failure to tackle this basic issue. Nixon never gave any indication that, were he to become President, he would do other than maintain the Eisenhower passivity, the Eisenhower slackness and tardiness in response to challenge. This, to any sympathetic observer, was perhaps the most alarming facet of his candidature. His policy was the apotheosis of the " never-had-it-so-good " illusion; yet always the illusion was shot through by a streak of irrational, almost hysterical fear of defeat at the hands of the Communists.

As the Soviet Union, with unconcealed glee, clocked up one scientific or technological achievement after another, American anger and frustration took on a disquieting shrillness. The sad farces of the U2 and the RB47 incidents, the total collapse of the Summit negotiations in May, and Mr. Khrushchev's fantastic invasion of New York City in the fall, were merely the logical consequences and completion of four years of ineptitude and feeble leadership.

Whatever else Kennedy's election may mean, it must bring sweeping changes in the American outlook and patterns of political behaviour, initiated at the top and spreading downwards. From early next year onwards the United States of America will be led from in front. Not all that a Kennedy Administration may seek to do is likely to be acceptable—or even comfortable—to Britain and others of America's allies. There are obvious traces in the Senator himself of that strange but deep-rooted ambivalence towards this country which was characteristic of F.D.R. Too much can be—and has been—made of the alleged " anti-British " attitude of Mr. Joseph Kennedy, the Senator's father, when he was Ambassador in London before and in the opening phases of World War II; after all, anyone who, in the course of his duty, had to associate frequently with Neville Chamberlain and Horace Wilson, may be forgiven for doubting whether Britain, under their leadership, had either the will or the capacity to defeat Nazi Germany.

Too little, however, has been made of certain profound sentiments about the English which are part of the inheritance of all Irish-American Catholics. To them " colonialism " is a word charged with great emotive force; it does not mean the discovery and settlement of great, empty lands; it means the enslavement and depopulation of Ireland; it means the famine of '48 and the immigrant ships. These collective folk-memories may be distorted and unfair, but they are very real and they serve to foster and sustain prejudice in the most enlightened of minds.

However, Senator Kennedy has repeatedly, explicitly and with obvious sincerity, affirmed his consciousness of the need to maintain and strengthen the Atlantic Alliance; his views on America's defence policy are inseparable from his views on foreign policy, which are refreshingly unequivocal, unpriggish and unpatronising. In these, as in other matters, he is the pupil as he is the legitimate (and victorious) successor of Adlai Stevenson. Some time early on the morning of November 9, I heard Robin Day ask Joe Harsch —probably the sagest and most experienced American commentator in London to-day—who would be Kennedy's Secretary of State? " Chester Bowles, I hope and believe," said Harsch crisply and confidently, " but it *won't* be Adlai Stevenson."

The moment he said it I realised the psychological reasons for that quick, firm judgment. But it is a measure of British sensitivity to—and, let us admit, dependence on—American foreign and defence policy that this seemed to me a crucially important question. Still, if you have lived as close to international affairs as I did throughout the reign of John Foster Dulles, a certain soreness, a certain capacity for old wounds to ache at any change in the weather, may be comprehensible.

There is one specific aspect of American foreign policy in a Kennedy Administration about which many of us, I think, will want early reassurance—relations with Canada. Just before the election it was being suggested, a little unwisely in my opinion, that the Conservative Diefenbaker Government might get along more easily with a Republican Administration in Washington. No sensible Canadian politician or diplomat would, in my experience, commit himself to so indiscreet an observation. But Canada is immensely sensitive to every shift in American opinion, and all Canadians watch American politics with the keenest interest. They regard the relationship between their two countries as of key importance—as indeed it is.

It was a little disconcerting, therefore, that when a Canadian reporter, just before the election, asked Nixon and Kennedy separately what each would do to improve relations across the border, one looked blank and said nothing, and the other answered with a puzzled expression, " I would not know what to say. We are friends."

Well, yes. But Canadians have a natural dislike for having their friendship taken for granted. That friendship is, in fact, more vital to the United States than that of any other country, including Britain. In the reawakening from inertia of American foreign policy, which is bound to be one of the first activities put in hand as soon as Senator Kennedy assumes his new responsibilities, Canada will have a very important part to play. Hers is one of the first lines of communication that must be reopened.

For this is really the core of the President-elect's task. The time has been dangerously out of joint for America. Kennedy has to get America straight again, with herself and with the world. By rejecting Nixon the American people last week said goodbye to one of the least satisfactory epochs in their history, an epoch of bewilderment and frustration, of spiritual poverty and listlessness in the midst of terrifying material luxury. John Kennedy has the chance to release the energy, the idealism and the strength of purpose which made his country great and can restore her greatness.

ADVENT JOURNEY

The Archbishop of Canterbury, who is to set out on his historic journey next Tuesday, has been photographed at Lambeth Palace, his London home on the south bank of the Thames. Dr. Fisher's courtesy visit to Pope John at the Vatican will be the first meeting between leaders of the two churches since the fourteenth century. It has been described as "an important step in the increasing personal friendships which are growing up nowadays between responsible church leaders in all parts of Christendom." The first part of Dr. Fisher's journey will be spent in Jerusalem, where he will stay with the Anglican Archbishop. He will visit the Holy Places and call on the Orthodox Patriarch of Jerusalem and heads of other Churches in the Middle East to "express in person the close friendship which has long existed between Anglican and Eastern Churches." On Advent Sunday he will preach in St. George's Cathedral. Later, in Istanbul, he has expressed a wish to call on His All Holiness, Athenagoras I, Oecumenical Patriarch of the Orthodox Church. Speaking about his Rome visit at his Diocesan Conference, Dr. Fisher said that the fact that he could have proposed such a visit was due to the steadily-changing climate of thought among all churches and to the initiative taken by the Pope.

Blithely unaware of their fate, turkeys—some of the 80,000 which are at Hoppers Farm, Great Kingshill, Buckinghamshire—are fattened for the Christmas market

Turreted Dunrobin Castle, the Scottish seat of the Duke of Sutherla given as 1s. per year, furnished, with the condition that a deposi

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

A NEW PRESIDENT. Those United States have a new President and no doubt will for four years once more live up to their name. They know their own business best and take pride in their constitution and institutions, and it is not the business of foreigners to criticise them. I suppose no other country in the world makes so much noise, squanders such wealth of talk, propaganda, ticker-tape, gas-balloons and dollars over an operation of a similar kind or enters on and concludes the business with so much zest and, on the whole, good humour. But the outward effect of this four-yearly jamboree virtually reduces a President's term of office by one-eighth. We have heard and seen both candidates quite often enough to find qualities to admire, and qualities still more to envy, their physical powers. Any man who can stand the racket of candidature months on end must possess a constitution of iron and, if he comes out at the end alive, sane and victorious, he surely has earned some right to direct and guide the institutions of those United States. Certainly the job is an awfully responsible and lonely one and, in the history of the Presidency, probably a President's personality has played a bigger part, and more often, than have the personal qualities of state leaders in any other country. Half-a-dozen names on the list stand out in history as men who by *personal* qualities made history for their nation and for the world. Time will show if the new President's name will be added to the roll of Presidents of world-importance. *Forsitan et nostrum nomen miscebitur illis* is a tag which no doubt is in the mind of Mr. John Kennedy to-day.

ONE MORE RIVER. Mr. Gaitskell, as I expected, has survived, in so far as the support of his Parliamentary colleagues has been accorded him. His confirmation as leader is decisive, and as decisive is the proof of the independence of Labour M.P.s from snap decisions of the Party Conference. But, before the Labour Party can emerge once more as an effective opposition or a potential alternative government, Jordan is still to be crossed. The decision of the conference on Clause IV must be reversed with the help of loyal trade union block votes, and tactful arguments. The Parliamentary Party must be established as the policy-makers, and before that is achieved, many a head must be bloody or bowed. It shows great courage on Mr. Gaitskell's part that he is ready to enter these fearful lists and it is fair to him to say that his patriotic convictions have not been reinforced by personal ambition or even by his anxiety for the survival of the Labour Party as an effective opposition. But the crossing of Jordan, if accomplished, will be a bitter and unhappy operation. No leader can long afford to be booed by his own side. Without particularising the type of effective opposition I should prefer to see, I make no doubt that *some* effective opposition to the Government in power is essential. Without it, the Government is bound in time itself to disintegrate into splinter groups; and the undeniable truth that absolute power, if it does not corrupt, quite certainly induces *hubris*, even in the most cool, balanced and sane of statesmen, must never be forgotten. If the Tories have borrowed the Socialists' clothes in their measures of reform, they certainly give an impression of pre-war Toryism in their cosy "family-affair" appointments, their broadcasting of hereditary titles and many other perhaps trivial suggestions that democracy and equality are all very well as a theoretical bromide, but don't apply to government. Disraeli *talked* of "two nations," but he was "on the side of the angels" entrenched in privilege. It is from such trivial matters that jealousy springs and doubts arise, in the country, and among Government back-benchers with ambitions.

"MIGHTY PRETTY PRIVIES." To be shocked or surprised by current fashions or events is, I fear, a sure sign that a man is growing old and out of touch with the current thought of the rising generations. And in the

A PRACTICAL SUGGESTION FOR A CHRISTMAS PRESENT

The Christmas season is approaching. For those who are thinking of a gift which will have a lasting value—to relatives, friends or business associates at home and abroad—a subscription to "The Sphere" is recommended. The weekly comprehensive pictorial coverage of world news, with its special emphasis on the Commonwealth and Industry, and its informed articles by expert writers, will appeal to the busy man or woman of affairs in the professions or industry wherever they are.

You can order your Christmas Gift subscriptions through any branch of W. H. Smith, Wymans, John Menzies, or any newsagent. Alternatively, you can send a cheque to our Subscription Department; if outside the U.K., send an International Money Order (obtainable at post offices throughout the world) to "The Sphere," 13-15, John Adam Street, London, W.C.2.

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advertised last week to be let. The rent was
,000 was paid to cover the upkeep of the estate

Mounds of cider apples are stacked in the yard of a cider factory in Herefordshire where farmers in the area have been delivering record crops of the fruit

last weeks I have been twice surprised and even jolted by verdicts in Courts of Law. I am, of course, no expert on law and, even if I were, none but the Law Lords and Lords of Appeal have the right or the ability to criticise a High Court verdict. Public men, publicists and critics henceforth must take even greater care to choose their words in adverse criticism. The Victorians were not so squeamish about hard words bandied about. They took them philosophically as a calculated risk of public life, and they gave as good as they got. But the Victorians were much more squeamish about some " four-letter " words. The white-washing of Lady Chatterley whitewashes also the walls of public lavatories and those (formerly) nasty-minded boys who wrote on them. Such words—the shame of privies once—have been accepted and even recommended to-day by bishops and schoolmarms for the use of teenage pupils. They let in light and air on Sex and, scrawled on walls, henceforth make " a mighty pretty privy," in the immortal words of Lem Putt, *the Specialist*. All these years the little wall-decorators have been victimised; it now appears that they were pioneers, prophets and martyrs before the dawn of a healthier age. What a flood of " works of art " may possibly be let loose on us, reasonably safe from prosecution as pornography; how startlingly perhaps our ears may be familiarised in the Press and by the B.B.C. with four-letter words (" good old Anglo-Saxon ") which our fathers and mothers at any rate regarded as beyond the pale. We can't have it both ways. We can't debunk the Victorians and continue to observe their reticences and conventions.

A QUESTION STILL UNANSWERED. " We know no spectacle so ridiculous as the British public in one of its periodical fits of morality." So wrote Macaulay, reviewing Moore's *Life of Byron*. One might say the same of a periodical fit of debunking Victorian morality. The chosen experts on debunking are too prone to excess in their dedicated mission. A jury of twelve men and women, who have whitewashed Lady Chatterley, did not go beyond the brief given it by the Judge. The Obscene Publications Act left it in the air what is or might be the best or supreme authority to decide what is a work of art. Not surely a panel of " advanced " publishers, bishops, authors, schoolmarms or teenage pupils. Not certainly the average man or woman in the street. For every Aye, there will be as definite a No. Solomon in all his glory of wisdom would not be generally acceptable. Time, a century or more of devoted popularity, is the only judge we acknowledge. No other yardstick ever will be found. So it is that we go on paying £50,000 for what half the nation regards as a child's ugly attempt at a human face; and publishers and authors, with expert support, continue to produce books which will be hailed in some quarters as supreme works of art, in others as pornography; and the reading public, which " knows nothing about art but knows what it likes," will read the books shamefacedly or with avidity, justifying their avidity with a judgment on art which they are totally unfitted to make. Gentle reader (if such you be), do you laugh or cry at our efforts (which deceive nobody) to justify our love of money, our unwholesome curiosity, our longing to be considered broad-minded, or indeed our claims to be wiser than our fathers? Does all the high-brow talk about works of art conceal the fact that there is big money in salacity and that publishers, many authors and journalists know it and cash in on it? For a tailpiece (I hope):

" I wish they 'd close the door on Lady Loverley's chatter
And open the windows wide on saner things that matter.
For, though at money and whoredom our vital interests stop,
At least, to lessen boredom, we might cease talking shop."

THE WARMING PAN—RUSSIAN SCANDAL. From a Russian broadcasting station, charged with subversive activities against Persia, came the confident assertion that the Shah's heir is a changeling. It had borrowed the Hanoverian warming-pan ! Such political expedients have always been, and will be, great enemies of the Truth of History. It matters very little how totally absent or how slender is the " evidence " supporting such " rumours." Some of the mud sticks, whether thrown soon or late. " Wasn't there a story that . . .? " The total inability of such a " rumour " or assertion to be true, is never enough to kill such smearing stone-dead. Royalties are the first and most usual victims, and many a long-dead Princess or Queen has been left with a note of interrogation on her virtue from thoughtless gossip or a desire for sensation. Even a century or two of time is not long enough to ensure that a virtuous person is safe from aspersion. Quite recently, I read an innuendo that young Queen Victoria's relations with her first prime minister may not have been all they should have been; the idealistic " father and daughter " relationship between an old man and a young girl in need of all the help and encouragement she could get, is lacking in sensation. And no doubt the innuendo will not be totally dismissed as unthinkable if only on the ground of impracticability. It matters not how clumsy the means employed, there will always be found ears to hear and mouths to gobble down anything that is offered as propaganda or sensation. Russian scandal is a very old parlour game and has always been a headache to historians. It is poetic justice that a wild rumour of the fall of Mr. Khrushchev should electrify Europe and America.

THE OLD STAGER

ENTERTAINMENT

SHE STOOPS TO CONQUER

at the Old Vic

The classics of eighteenth-century comedy pose a problem to the modern stage. Goldsmith's play, first performed in 1773, presents this difficulty in acute form. Its structure is based on the traditional mechanisms of low comedy—the contrast between the country lout and the town gentlemen, masquerades and misconceptions, and the happy reuniting of the right lovers at the end. But in manner, the farce is given a coating of witty comedy. For Douglas Seale, the producer at the Old Vic, the play is more "closely related to Ben Travers than Ben Jonson" and it is played as farce with a highly successful young popular singer, Tommy Steele, in the plum role of Tony Lumpkin. Some critics nostalgically asked instead for the high style of pointed elegance traditionally reserved on the English stage for 18th-century comedy. It should perhaps be remembered that Goldsmith wrote Tony Lumpkin for a famous Harlequin clown.

Tommy Steele as Tony Lumpkin—from rock-'n'-roll to Goldsmith's eighteenth-century comedy

John Humphry as Marlow and Judi Dench as Kate Hardcastle

Mrs. Hardcastle, played by Peggy Mount, with Tony Lumpkin

Eighteenth-century attitudes—Ann Bell, Judi Dench, Mich

Contrast in manners—Tommy Steele, Peggy Mount and Michael Meacham (Hastings). **Below:** Tommy Steele, Peggy Mount and Ann Bell as Constance

Meacham and John Humphry

THE VOICE OF THE COMMON

CANADA

The Canadian Department of Northern Affairs and National Resources have announced that Canada's Arctic Territories may hold North America's largest reserve of oil, and that an exploration rig is being set up there next summer in an effort to prove it. Geological surveys carried out in the Arctic over the past two years indicate the oil deposits may be very large. However, scientists in the Department say it will take extensive drilling before their real extent is proved.

A spokesman for the Department says that the oil deposits will have to be very large to be exploited economically, because of the distance involved. Another factor would be the world market for oil. If wells are sunk in the Arctic, this spokesman says, it may prove to be cheaper to export the petroleum to Britain or Japan than carry it overland to Canadian markets. It can, however, be safely assumed that many important discoveries will be made in the Arctic islands. The confidence in this assumption stems from the fact that photo-geological and surface studies show structural features which have been productive elsewhere. Especially promising structures, known as piercement domes, exist in the Arctic archipelago.

To the adventurous the discovery of oil in the Canadian Arctic means the invasion of one of the world's last frontiers, the land of the midnight sun, of long winters and frigid temperatures, of the Eskimo in his home of snow, and transportation by dog team. To the producer it means living and transportation problems, in a land where virtually all supplies have to be imported in a shipping season of from two to three months, or be brought in by more expensive air transport. To the British it may mean an almost unlimited supply of oil closer to their shores than any yet discovered.

In the past few years rumours of oil in the Arctic have sparked off theories of submarine tankers to operate under the Arctic ice; town-sites built under huge plastic domes to help overcome the problems of sub-zero temperatures. While these are theories that might well be developed in the future, present developments include air services that operate in the Arctic throughout the year. At Frobisher Bay, on Baffin Island, which is rapidly becoming the centre for air traffic in the Arctic, plans are already under-way for expansion of the airfields and the building of a new town-site. Commercial over-the-pole air services from Vancouver to Amsterdam, with bases near the southern tip of Baffin Island already handle about 1,500 passengers a week, and, most important to personnel based in the Arctic, makes it possible for week-end visits to be made to London or Paris.

At Eureka, Ellesmere Island, fuel and diesel oil are pumped ashore to one of Canada's Arctic weather stations from barges by the crew of the ice-breaker *d'Iberville*

H.M.N.Z.S. *Otago* arrives in the Pool of London after completing her trials

NEW ZEALAND

The Royal New Zealand Navy's new Whitby class frigate, H.M.N.Z.S. *Otago*, which sailed from London this week (November 17) on her maiden voyage to New Zealand, has been described as one of the finest and fastest anti-submarine frigates in the world. She is the first warship to be built in the United Kingdom specifically for the New Zealand Government and will be followed next year by a sister ship, *Taranaki*. Both are named after New Zealand provinces. Between them they have focussed the attention of Commonwealth navies on New Zealand and may well have started a revolution in small ship living conditions. Several factors make an efficient navy important to New Zealand—her insularity, dependence on long sea-lanes for trade, distance from other Commonwealth countries, a long coastline and communication needs for her own dependencies in the Pacific, which last involve duties over an area almost from the Equator to the Antarctic.

Before the New Zealand Division of the Royal Navy was constituted in 1920, New Zealand had contributed toward the cost of maintaining Royal Naval vessels in Australasian waters; presented a battle cruiser —H.M.S. *New Zealand*—to the British Government in 1911; and commissioned a light cruiser, H.M.S. *Philomel*, as a training vessel, the first to be stationed in New Zealand waters. The title " Royal " was granted in 1941. World War Two led to a great strengthening of New Zealand's naval forces and of her already strong naval history. Some of the notable ships in the wartime Royal New Zealand Navy were *Achilles* (of River Plate fame), *Leander*, *Gambia*, the armed merchant cruiser *Monowai*, and little ships—anti-submarine vessels and minesweepers. Two of the anti-submarine vessels, *Kiwi* and *Moa*, fought a gallant and successful action against a large, powerfully-armed Japanese submarine in the Solomon Islands area. *Moa* was subsequently sunk by enemy air attack. Some 10,000 men served in the Royal New Zealand Navy in World War Two or were on loan to the Royal Navy.

New Zealand's naval forces entered the war as a division of the Royal Navy; they emerged as a purely national service. Thus the New Zealand Navy Board was confronted with the problems of the foundation and development of the first peacetime navy ever to be controlled and operated by the New Zealand Government. Such was the full implication of the change of status effected during 1941.

At present the Navy has in commission the modernised Dido class cruiser *Royalist*, three anti-submarine frigates, one survey ship, one Antarctic research vessel, a research ship and a number of seaward defence motor launches, employed either on fisheries protection, survey duties, harbour duties or training of volunteer reserve divisions. It has in reserve one cruiser, three anti-submarine frigates and five minesweepers. There are nine shore establishments. The personnel of the regular forces is about 3,000 with about 4,800 in reserve forces.

At the outbreak of war in Korea, New Zealand was the first member of the Commonwealth to make warships available for United Nations purposes, two frigates sailing at three days' notice. It now contributes a ship continuously to the Commonwealth Strategic Reserve in South-East Asia. Other tasks recently specified by New Zealand's Minister of Defence, Mr. Connolly, as illustrative of peacetime activities of the Navy, were the surveying of New Zealand's coasts, carrying out oceanographic research, patrolling fishing grounds, bringing stores and medical aid to remote Pacific islands, supplying meteorological stations and New Zealand's Antarctic base, and exercising with ships and aircraft of seven nations in areas ranging from the Tasman Sea to the Indian Ocean. A plan for ship replacement is being followed and tenders for a third Whitby class frigate have been called.

WEALTH

Oil in the Canadian Arctic; the importance to New Zealand of her navy; the extent of cyclonic devastation in East Pakistan; Ghanaian art in the U.N. building in New York

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

PAKISTAN

Cyclones in the Bay of Bengal are no strange phenomena, but what was so strikingly fearful about the two cyclones which hit East Pakistan recently was not only their great intensity, but also the vast tidal waves which followed in their wake.

The first cyclone which hit East Bengal on October 10, did a great deal of damage in an area of about 1,500 square miles, including the coastal districts of Chittagong, Barisal, Noakhali and the off-shore islands. It was followed by a vast tidal wave 10 ft. high which lashed at the off-shore islands for six hours submerging the islands under 4 ft. of water, and bringing havoc and untold misery in its path. Official estimates put the death roll at 6,000. Nearly 5,000 houses were completely destroyed and another 35,000 damaged; 90 to 95 per cent. of public buildings in the area were also damaged to varying degrees. So extensive was the damage that it resulted in an almost total dislocation of the communications system, and it was nearly a week before the information could be pieced together to reveal the enormity of the catastrophe and the great loss of life.

The East Pakistan Government headed by Lieut.-General Azam, the Governor, did all that was humanly possible to alleviate suffering, and bring vital supplies of food, clothing and medical aid to the affected populace. The Pakistan Army was also galvanised into action for relief work. World response to the disaster was heartening, and a number of foreign countries and world organisations rushed in aid and medical supplies. In London, an appeal was launched by the High Commissioner which met with encouraging response and contributions large and small still continue to come in.

The situation had been brought under control by the East Pakistan Government, and relief work was proceeding apace when a second cyclone unleashed itself in the Chittagong Area on October 31, exactly three weeks after the first one, killing 4,000 people. Described as "the worst in living memory," the cyclone completely submerged a number of islands in the Ganges delta and put the Port of Chittagong out of commission. The 120-miles-per-hour cyclonic wind was followed by a tidal wave 15 ft. high which battered at the Chittagong coastal belt and the off-shore islands. The worst affected islands were Kutubdia, Hatiya, Ramgati and Sandwip, while Cox's Bazaar also suffered much damage. In Chittagong port a number of ships broke from their moorings and a few ships were grounded, and heavy damage was done to the port installations.

Apart from the great loss of life, estimated at a total of 10,000, there was heavy damage to property, and vast numbers of cattle perished. An extensive relief programme for the cyclone-affected areas has been chalked out by the East Pakistan Government. This includes urgent despatch of foodstuffs and medical supplies. Five thousand tube-wells are to be dug in the affected area where water supply has become a critical problem. Military medical teams are being flown to the area, and the Government are taking preventive measures, against the outbreak of disease. The East Pakistan Government are also to get 10,000 head of cattle from West Pakistan, partially to make up the heavy loss in East Bengal. The East Pakistan Governor, Lieut.-General Azam, speaking in Chittagong characterised the situation as a national emergency and "a tragic human story" which would be told for a long time to come.

After the cyclone in East Pakistan, a school on Sandwip Island lies in ruins

Mrs. Grace Ayensu, member of the Ghanaian Parliament, shakes hands with Sir Edward Asafu-Adjaye, the High Commissioner for Ghana in London. Other leading women in Ghanaian political and social life are paying a visit to London

Left:
Mrs. K. A. Gbedemah, the wife of the Ghanaian Minister of Finance

Far left:
Mrs. A. E. Inkumsah, the wife of the Ghanaian Minister of the Interior

GHANA

Future visitors to the main delegates' lobby of the United Nations building, in New York, will find one of the walls draped with a dazzling example of Ghanaian art. During his recent visit, Dr. Nkrumah handed over a huge kente cloth to Mr. Hammarskjold as a gift from the Government and people of Ghana to the United Nations. Covering nearly 250 sq. ft., it was hand-woven in pure silk in green, yellow and maroon, with a sea-blue background. Ten weavers worked on it for three-and-a-half months under the direction of Mr. Andrews Eugene Asare, of Nsawam, who is Ghana's foremost expert in the craft and who went to New York specially for the handing-over ceremony.

Kente has been made in Ghana since the seventeenth century. Originally it consisted of locally-grown cotton and was worked only in white and blue. With the development of trade with Europe, however, the weavers unravelled threads from the brightly-coloured silk cloths received from Holland and began to incorporate them in their kente cloths. The method of preparation remained almost unchanged, and the kente cloth of to-day is still an object of art requiring the patient skill of the Ghanaian craftsman. The weave is made from silk and cotton yarns in long narrow strips on simple looms. The material is then divided up into small squares, which are finally stitched together in a predetermined pattern to make the finished cloth.

The kente industry had its origins in the Ashanti village of Bonwire, in Ashanti. The cloth is still produced there, but the main centre is now the Dento Mills at Nsawam, 22 miles north-west of Accra. The main purpose of the material, of course, is sartorial and it supplies a splendid toga-like garment for high-days and holidays. Visitors to Ghana who want to take a kente cloth home with them, however, might be given pause by the cost. The cheapest price (even to a Ghanaian) would be in the region of £15; and a really good specimen might cost as much as £100.

In the early days of the industry it was the custom for new designs to be shown to the King of Ashanti. Those which he particularly liked would be reserved for his exclusive use. Others would be allocated to nobles of the kingdom, who again would be the only ones permitted to wear them. There thus emerged a system of distinguishing patterns, very like the Scottish custom of clans and tartans. In addition, many symbolic designs were woven to illustrate Ghanaian sayings and proverbs. When Floyd Patterson regained the world heavyweight boxing title he was presented with a kente cloth, which is traditionally awarded for merit. The name of the pattern; "God helps those who help themselves."

One may wonder if Ghana was exerting a little diplomatic pressure in support of another Summit when choosing the design for her gift to the United Nations. It symbolises a Twi proverb which is, translated: "One Head Cannot Go Into Council."

Mr. Kasavubu, President of the Congo, holds a Press conference on his arrival by air in New York. Left is his Foreign Minister, Mr. Bomboko

CONGO AND THE U.N.

At the General Assembly of the United Nations, Mr. Kasavubu last week made a short speech at the meeting convened to discuss a draft resolution asking the Assembly to decide immediately to seat " the representatives of the central Government of the Republic of the Congo." The Congolese President nominated his own delegation as the rightful representatives, but in the General Assembly he was accorded the treatment of a head of state. Thus he appeared only in his official capacity and not as head of a delegation. At the time, the situation in the Congo was still chaotic. Despite attempts by Mr. Kamitatu, the Governor of Leopoldville Province, to bring Mr. Kasavubu and Mr. Lumumba together, there was little sign of reconciliation. There was much criticism of Colonel Mobutu's military regime. For two days, the Assembly discussed the situation in the Republic before suspending the debate until the fifteen-nation " conciliation group" had gone to the Congo and reported its findings.

Mr. Kamitatu, Governor, Leopoldville Province

Right: A light armoured-car, manned by U.N. Malayan troops, in a Leopoldville street

RIVEN STATE OF LAOS

With the ending of the rainy season in October, activity between the warring factions in Laos increased. But the lack of adequate communications through the mountains and jungles made operations on a larger scale than guerilla warfare almost impossible. The lack of communications extends in a large measure to the outside world, with the result that information from Laos has been scanty. Briefly, the present crisis in Laos can be considered as a further stage in a dilemma which has afflicted the country since, after the international conference at Geneva in 1954, it became independent.

The struggle for power for some years has been between a group of army leaders and the Pathet Lao, an increasingly powerful Communist movement in the northern provinces. The third factor in the struggle is the neutralist movement led by Prince Souvanna Phouma, a member of the junior branch of the Royal Family. His half-brother, Prince Souphannouvong, is the leader of Pathet Lao. At the end of August, Prince Souvanna Phouma came into power in Vientiane, the administrative capital. The right-wing army movement, based on Luang Prabang, the royal capital, operated against the Pathet Lao, which became active in the north. The position of the King, Tiao Savang Vatthana, was not certain.

By the end of October, the neutralist Government had made moves suggesting acceptance of economic aid from Russia and of a liaison with the Pathet Lao. At the same time it was announced that U.S. military and economic supplies would be resumed. Laos is the interior portion of what was French Indo-China. In order to maintain it as a pro-western state and support it against Communist infiltration from China or North Vietnam, the U.S. has sent more aid per head of population to Laos than anywhere else in the world.

In the main street of Vientiane, the administrative capital, villagers sell their fruit and vegetables

Right: Tiao Somsanith, a former Premier, with north-western villagers

Below: Decorating the modern administrative building in Vientiane are the elephant head symbols of Laos

As a country it is extremely poor and backward. Mountainous and densely forested, there are few industries and poor communications. Hunting and fishing are the chief occupations of the various peoples. Out of the total population of 2 to 3,000,000, 80,000 live in Vientiane and 10,000 in Luang Prabang. They are of mixed stock. During a period before the fourteenth century, a group of the Thai race, in a prolonged migration to the south, settled in the Mekong valley, the most fertile part of the country. They defeated the indigenous people, the Khas, and established a number of rival principalities. For a time during the fourteenth century, the Thais were united and their state, called the Kingdom of the Million Elephants, held sway over the neighbouring Thais (now Thailand), the Khmers of what is now Cambodia, and the Annamites of what is now Vietnam. But during the succeeding centuries, the empire collapsed and there were waves of invasion from Annamites and Burmese. In Laos to-day, there are about 40,000 Chinese and 15,000 Vietnamese.

(*Continued on following pages*)

Meal-time in a typical wooden bamboo house

A Pathet Lao military barracks in the wild northern regions of the state

(*Continued from previous page*)

The Thais are Buddhist in culture and religion. Most of the important buildings are temples. It is estimated that there are perhaps 800 primary schools, and perhaps ten secondary schools in the whole country. Education for long has been restricted to priests, the Royal family and the military. Only from the last two groups have Laotian leaders been drawn. At present Laos imports about twice as much as it exports and is dependent for any economic development on outside aid. Most of the exports are agricultural, of which rice is the major item.

Perhaps the most important source of revenue for many of the tribesmen is the opium crop. Each year on the forest-covered slopes of the hills, the tribes burn fresh clearings and plant the poppy seeds. When the crop has been collected, the people allow the forest to reclaim the clearing, while they trudge to market for many miles over rough tracks to sell their harvest. Because opium is light and highly priced, it is natural that the villagers should favour this crop.

It is of prime importance to Laos that development of its natural resources should be carried out. Chief of the plans is a twenty-year scheme for the development of the Mekong river basin, designed to be carried out by the Governments of Thailand, Laos, Cambodia and South Vietnam with United Nations assistance. The Mekong is one of the longest rivers in the world. Its waters are the main traffic artery for Laos but it is interrupted by rapids which prevent navigation along much of its length. The U.N. Economic Commission for Asia and the Far East carried out a survey of the region. Projects outlined by the survey include the Pamong dam, north of Vientiane, which would give the country both hydro-electric power and an irrigation system.

At present, the valley of the 2,600-mile-long Mekong is the most fertile part of Laos. But although it provides a steady source of water, it is liable to flood, inundating thousands of acres. The U.N. scheme aims at making the river navigable for much of its length. It would not only enable Laos to extend the variety and amount of its crops, but would also provide a means of transporting these crops.

Prince Souphannouvong

RIVEN STATE OF LAOS

Fishermen cast their net in the flooded rice fields

The river Mekong runs through the Royal capital, Luang Prabang, still the official residence of the King

In a brilliantly decorated temple, Buddhists sit in prayer during one of the festivals

BRIAN VESEY-FITZGERALD

IN PRAISE OF IVY

Ivy is a very common plant: so common that there can, surely, be nobody who cannot recognise it instantly and this despite the fact that, in the shape of its thick, tough, glossy leaves with their prominent veins, it is one of the most variable of plants. I suppose that the most common shape is palmate with five pronounced lobes, but you also find heart-shaped leaves and lance-shaped leaves, and every possible gradation between these three. Moreover, you will find many different leaf-forms on the same plant. I do not know that anyone has discovered the reason for this altogether unusual variability in leaf-form. You just find it stated in the botanical works without explanation. But I believe myself that it has something to do with the incidence of light. Be that as it may, the fact is that if you relied upon the shape of the leaf (which is how many people do recognise their plants) in the recognition of ivy, then you would soon be bemused.

But people do not recognise ivy by its leaf-form: they recognise it by its habit. Ivy is a climber and a very successful one. It is a root climber, throwing out adventitious roots pretty well wherever the stem comes into contact with a support: and it does not matter in the least if the support be stone or wood or soil. For ivy is not only a most successful climber, it is also a most successful creeper; clothing hedgebanks, sometimes covering the floor of woods (in which case the leaves are almost always enormous), and trailing for long distances across open ground in search of some support up which to climb.

This climbing habit is apt to arouse very strong feelings in some people. They see ivy covering a building, covering a tree, and they maintain that it will ultimately pull the building down, that it will kill the tree. I do not believe it myself. I believe that a good many of our most intriguing ruins would have collapsed long ago, but for the ivy which binds their loosening stones together and holds them up. And as for trees: well, I have an ancient tree in my garden, so ancient that it is rotten and hollow and sways and creaks at every breath of wind, and would have fallen long ago, but for the great tangle of ivy which supports it, defying even the winter gales. I would not be without that tree. It is a tenement building, housing many small birds and an owl on the top floor. I like ivy. Especially at this time of year, when it is in bloom. Ivy is virtually the last of the British plants to bloom: it begins to do so at the end of October and it is in full flower in early November. The flowers, though I suppose that one ought to call them insignificant since they are greenish, are really, upon close examination, very beautiful. They appear in inflorescences of about a dozen flowers, each inflorescence being borne on a separate stalk. The berries, purplish-black and also very beautiful, are much appreciated by birds, though they are poisonous to man.

The strange thing about the flowering of the ivy is that sunlight does not seem to have anything to do with it. It does not matter what the weather is like, the ivy will flower punctually enough. This autumn, for example, we have had a great deal of rain, weeks and weeks of it, and remarkably little sunshine. October in particular was a very wet month —the wettest October for fifty years or so— with a great deal of flooding and remarkably few bright periods. There was a little pale sunshine on October 28, and on October 29 (a day of steady and insistent rain) the ivies in my garden began to bloom. Such determined punctuality is wholly admirable.

I like ivy, too, for another reason. It provides the last great insect feast of the year. It is the last chance the insects have and they make the most of it. Let there be a little sunshine and the ivy is besieged. Stand by the old tree and the air is filled with a hum like a telegraph wire in a gale. It is surprising how many insects, and how many different kinds, there are still about. In the old days (for I think one must describe them so, as they have gone beyond recall), before the advent of chemical sprays, when butterflies still came to the garden in numbers, I looked to the flowering of the ivy for my last sight of tortoiseshells and red admirals and painted ladies.

I no longer do so: this year I have not seen a red admiral nor a painted lady in the garden, only one peacock and, perhaps, three or four tortoiseshells. But there are still the wasps and the flies, honey bees and big humble bees, and a host of others whose names I do not know: long thin creatures with transparent wings and bodies like threads of green and red and amber embroidery silk: short square creatures with bodies of mother-of-pearl; busy little flies whose wings, half crimson, half emerald, shield their bodies from view when at rest. To the ivy feast—there must be something very special about ivy nectar—come the big shining bluebottles, weaned for these few short days from their love of carrion. Everything that can fly, it would seem, comes to the flowering ivy.

The ivy's flowering does not last long. So great, so greedy, is the assault that the sepals and anthers are dislodged, and a fine green drift floats down to the ground. Not all reaches the ground. Much is caught by the spiders' webs which are everywhere throughout the ivy foliage, tier upon tier of them. These are there the summer through, but then they are invisible to the casual glance. Now, with the heavy dews, with the rains, they are conspicuous, glistening in the sunlight: conspicuous and useless, for they can be seen by every insect, seen and avoided. Only when the sun has dried the moisture do they become useful to the spider once more. But now not even the sun can help: the drift clogs them. The insect can walk upon them with almost perfect safety and immunity from death.

I think that the web-building spider must go hungry during the ivy feast. Many, I know, spin anew each evening; but the dew and the drift will start again before the new web can be of much service. It must be a frustrating business for the spider. Yet, I wonder. Not for all spiders, certainly. Turn over the ivy leaves. If your eye is quick, and your hand gentle, there on the undersides you will find spiders, webless but satisfied. For them, too, the flowering ivy provides the last great banquet of the year. But not of nectar.

Cheltenham, the visiting side, get possession of the ball from a lineout in their match against Sherborne

L. R. Sail (Sherborne) is brought down by I. V. Crombie

L. Rowland (Cheltenham) prepares to tackle A. H. Barwise

Sherborne's first try, scored by J. R. H. Mermagen

PUBLIC SCHOOLS FOOTBALL

SHERBORNE

v

CHELTENHAM

Playing on their own ground, which was in good condition despite heavy rain for days before, Sherborne beat Cheltenham in the match at the end of last month. The home pack were dominant in the loose and in the lineouts, with R. M. Nichols and I. R. Scott outstanding, but they were usually beaten in the set scrums. At scrum half, J. R. H. Mermagen served his backs well, and they in turn handled the greasy ball with confidence. Cheltenham's backs fumbled the chances which came their way through the successful hooking of P. Keith-Roach. They appeared to lack speed and thrust. The two Cheltenham halves, G. W. Byas (scrum), who was also acting captain, and A. Gastin (stand off) were safe in defence. By half time Sherborne had a 6—0 lead, from a try by Mermagen and a penalty kicked by A. S. Legg. In the second half three more tries, by Sail, Nichols and Scott, left Sherborne clear winners by fifteen points to nil.

Next week, in this series, will be Stowe v Oundle.

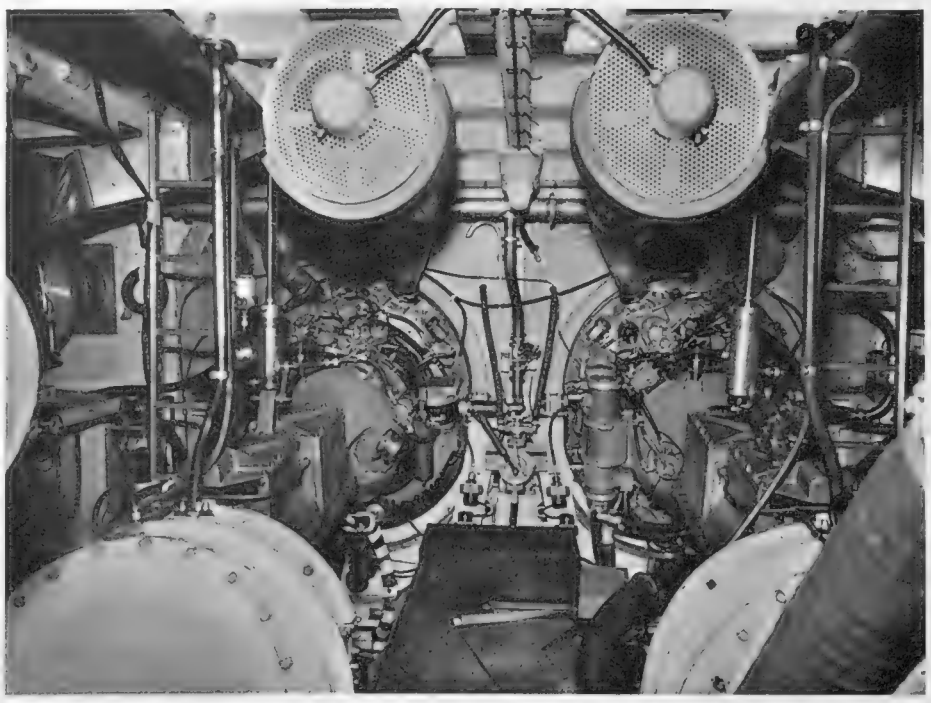
G. W. Byas gets his line moving. Extreme left is P. Keith-Roach, Cheltenham's hooker

Sherborne captain P. J. H. Wadley kicks clear as L. Rowland tries to stop him

The new fast patrol-boat, *Ferocity*, at sea. **Below:** The enclosed bridge and wheelhouse

MEN OF WAR

The prototype of a new British fast patrol-boat, *Ferocity*, left the Portsmouth yards of Vosper Ltd. early this month for a 2,000-mile demonstration trip in the Baltic, including visits to naval stations in Denmark, Norway, Sweden, Germany and Holland. The main power units of this 88-ft.-long craft are two Bristol Siddeley Marine Proteus gas turbines. In addition the patrol boat has two Mathway-Daimler cruising and manœuvering diesel engines for use on long patrols at low speeds. Her maximum speed is over 50 knots, and she has an average displacement of 75 to 85 tons.



Inside *Ferocity*'s engine room, compactly designed to accommodate her engines

H.M.S. *Rhyl*, the Royal Navy's new anti-submarine frigate, is seen in her berth at Portsmouth harbour. She was commissioned last month. Among those at the ceremony was Lady Dorothy Macmillan, the wife of the Prime Minister, who launched *Rhyl* in April last year. The fourth of the Rothesay class—a development of the Whitby class—to be completed, H.M.S. *Rhyl* is designed for the location and destruction of modern submarines and is fitted with up-to-date underwater detection equipment. Her armament includes two twin and eight single 21-in. torpedo tubes, and two 4.5 in. guns. It was expected that she would be fitted with a Seacat guided missile launcher in place of the present 40 mm. A.A. gun

An unusual formation on H.M.S. *Bulwark* to honour Gurkha troops embarked at Singapore

On the flight deck of the Royal Navy Commando carrier, H.M.S. *Bulwark*, members of the ship's company form an outline of two crossed kukris, the emblem of the Brigade of Gurkhas. The ceremony was in honour of men of the 2nd King Edward's Own Gurkha Rifles

Right: Moving down the slipway at the Birkenhead yards of Cammell Laird and Co. Ltd. is the Oberon-class submarine *Odin*. The fourth of eight ships of this class to be completed, she was launched recently by Lady Power, wife of Admiral Sir Manley Power, Commander-in-Chief, Portsmouth. *Odin* is to be equipped with homing torpedoes, and will be fitted with improved detection equipment. A feature of all Oberon-class submarines (developed from the Porpoise-class) is that plastic is being used in parts of the superstructure

TRAVEL

CRUISING TO WINTER SUNSHINE

By **GORDON COOPER**

If you want to get away from winter, worry and work, there is nothing I can better recommend, especially if time is a consideration, than a round cruise by the *Arkadia* of the Greek Line, which sails from Southampton about every fortnight for Madeira, Tenerife, Las Palmas and Casablanca. On certain voyages, calls are also made at Tangier, Gibraltar and Lisbon, and there is always a brief stop at Cherbourg—after dark—for the convenience of French passengers.

This round cruise takes twelve to thirteen days and, as it has been planned to include two week-ends at sea, you need only be eight to nine days away from work. But if you can spare more time then you can combine the cruise with a stay of twelve days or longer at any of the ports of call. Cost of these inclusive holidays will depend on individual requirements but a twenty-five-day holiday affording twelve days at the resort of your choice and thirteen days cruising can cost as little as £90. Five weeks abroad can cost as little as £110. Simply for the round cruise, prices range from £75 to £235 for a luxury suite with private bathroom. I suggest, however, that it is well worth spending a few pounds over the minimum rate in order to secure more comfortable cabin accommodation.

Having now made two trips on the *Arkadia*, I claim there is no more pleasant or steadier cruise ship on the seas. Apart from good cabins, the service is outstandingly satisfactory—the stewards are German—and the cuisine is superb. When I ate ashore at ports of call I was always glad to get back to the ship again, for not even the luxury hotels put on better meals. Also for the entertainment of passengers are various shows, and this side of ship-life is especially well catered for on this Greek ship.

Passengers on the Union Castle Line's *Windsor Castle* relax by the First-Class swimming-pool and games deck

Madeira is the first port of call. Funchal, the capital and port, lies in a perfect setting, with an amphitheatre of mountains enclosing it on three sides and with the sun-lit blue sea to the west. Sightseeing in the town is not exhausting, but it is most colourful. For the energetic, an ascent by car of the nearby Monte is suggested, from which there is an enchanting panoramic view. The descent is usually made by man-handled toboggans which, along with ox-drawn "carriages" and hammocks, provide unusual forms of transportation. As the hammocks, however, are often used to convey sick persons to hospital, the fastidious may well prefer to refuse their services.

There are other excursions available, and if the weather is fine my own recommendation is the twenty-mile trip to the Grande Curral, for it is one of the world's scenic wonders. Alternatively, you may be perfectly content—as I was—just to lounge in the lovely gardens of Reid's Hotel and take a bathe in their swimming-pool-cum-sea. Undoubtedly, if you do wish to make a stay on Madeira this is the best hotel in which to do so. I consider it to be one of the best hotels I 've ever stayed in. The Savoy is also popular, as well as being cheaper; but it is rather on the noisy side. For a stay I like the Pension Quinta du Sol. It is near to Reid's and has a charming garden.

After leaving Madeira, Tenerife is reached the following day. There is not much to see in Santa Cruz, the capital, but you might like to visit the luxury Mencey Hotel, or, better still, make a drive to the Mercedes Forest, passing through La Laguna, the ancient capital of the island, where there is an interesting old cathedral. For a stay on Tenerife I recommend Puerto de la Cruz, at Orotava, where there are some good hotels (TAORO and MONOPOL recommended) and a lovely setting.

The cruise allows for a full day at Las Palmas, capital of Grand Canary. While the town itself hums with activity, its only important sights are the Canary Museum and Columbus House. The former contains a wonderful collection of relics of the Canary aboriginals, the Guanches, who are now extinct. These people were unique in many ways. Columbus House is a delightful building, the residence of the first Governors of the island, built in Spanish Colonial style, and it should not be missed. For an excursion, the best one is to the Cross of Tejeda, situated twenty-three miles from Las Palmas, at an altitude of 5,000 ft. The road there is very lovely, with a marvellous view from the summit, where there is an excellent parador at which you can lunch. My own recommendations would be the Santa Catalina (luxury), the first-category Gran Canaria (with its own adjoining private beach), and the Lentiscal, which is inland a few miles from the city, but is easily reached; it is particularly pleasant and offers a good cuisine.

Casablanca, the largest city in Morocco, was once a pirates' refuge and probably more interesting then than it is to-day. Even a coach drive through the modern and native quarters is not very rewarding. I would much prefer to advise passengers to make an organised day tour to the twin cities of Rabat and Salé, following a fine coastal road. Rabat, capital of Morocco, has some interesting sights, including the Hassan Tower, which stands among the ruins of what was to have been one of the largest mosques ever built.

Worth noting is that if you decide to make a stop-over at Casablanca there is an opportunity for making a special tour to visit the Imperial Cities of Morocco, including Rabat, Meknes, Fez, Volubilis, Marrakech and the Holy City of Moulay Idriss. The total cost, including the sea voyage, would be a minimum of £150, which would embrace land transportation, accommodation and food in good-class hotels. This is a holiday plan which I regard as being most rewarding. Incidentally, conditions in Morocco are perfectly safe for even the most timid traveller to-day.

For any further information about this cruise, apply to any travel agent.

JOURNEYING ABROAD BY LAND, SEA AND AIR

Anyone who has experienced that infuriating hold-up on the road between Antibes, Juan-les-Pins and Cannes will be delighted to hear that the brand new motorway, which will by-pass the overcrowded and very narrow coast road, will be opened in time for next season. It is a beautiful highway. The roundabout where it meets the coast road from St. Raphael and the Estérel mountain road from Fréjus is a remarkable achievement. The motorway is long overdue. This summer many people were taking as long as an hour and twenty minutes to drive between Nice and Cannes, a distance of only thirty-two kilometres or twenty miles. A great number of motels have been built on this coast road during the past two years, varying from attractive apartment blocks with restaurants attached to quite modest hutted accommodation.

A large new hotel, the Hotel Regent, has been opened in Cologne. Besides the eighty individual garages which are available there is also parking space in the courtyard for 250 cars.

Anyone interested in spending a holiday in the Canary Islands this winter may like to know about the regular steamer services from London and Liverpool of the Aznar Line. These Spanish ships carry cargo and usually call at both Tenerife and Las Palmas. The round voyage takes ten or eleven days and, although regular sailing dates are advertised, there is no absolute guarantee that these, because of freight considerations, will not be altered at short notice. The ships are quite comfortable, with good Spanish food served, but it should be understood that this is not a cruise service and no attempt is made to provide frills.

In consequence fares are very cheap. Travelling in a double cabin, the return fare is only £58 per person. A certain amount of de luxe accommodation is available at higher rates. There is a weekly service from Liverpool from the beginning of November until the first week in May, and from London slightly more irregular but as frequent sailings from the beginning of November until the first week in May. The ships used vary from the s.s. *Monte de la Esperanza* of 3,258 tons to the m.v. *Monte Urquiola* of 7,723 tons.

Chartering aircraft to-day has become big business. It is as well to know the passenger capacity of the various aircraft available. Bristol Britannias can carry 103 passengers. Vickers Viscounts have various seating arrangements, from forty-seat luxury to sixty-nine-seat tourist. D.C.6s carry eighty-nine passengers, and D.C.4s seventy-two. The Bristol Freighter or Wayfarer has a payload of 4,250 kilos or forty-four passengers, the four-engined D.H. Heron carries fourteen passengers and the twin-engined D.H. Dove eight passengers. The Scottish twin-engined Pioneer, that remarkable aircraft which can land and take off in such a short space, carries fourteen. British United Airways, with whom charters for these aircraft can be arranged, also have forty-seven helicopters. It should be remembered that planes can be chartered from scheduled airlines as well as independent companies. They may be chartered direct, through travel agents or the Baltic Exchange.

W. D. C. C.

The Duke of Edinburgh listens to one of the speeches at the gala dinner, held in one of the mammoth sets for the film *Cleopatra* at Pinewood studios

Elizabeth Taylor's stand-in as Cleopatra, Dorothy Ford, rides across the set, watched by Prince Philip, Earl Mountbatten, and (*right*) Stephen Boyd, in his Roman costume

DINNER ON A FILM SET

At Pinewood Studios in Buckinghamshire, on vast sets decorated in imitation of the barbaric splendour of Cleopatra's Egypt, the Kinematograph Renters' Society held a gala dinner for the Board of Admiralty and the Royal Naval Film Corporation. It was attended by the Duke of Edinburgh, who is patron of the R.N.F.C., Earl Mountbatten, and 150 distinguished guests from the Admiralty and the Film Corporation. Speakers stressed the number of British naval pictures that had been made and the close co-operation between the Navy and the film industry both to provide entertainment for sailors and in film making. During the evening the Duke of Edinburgh was shown round the sets for Walter Wanger's production of *Cleopatra*, starring Elizabeth Taylor, Stephen Boyd (Mark Antony), and Peter Finch (Caesar). These sets for the spectacular production are said to be the largest ever constructed in Britain: they reproduce the exterior and much of the interior of Cleopatra's Palace in Alexandria. The ante-room for the occasion was the reproduction of the chamber of the House of Commons, built for the filming of Wilfred Fienburgh's novel about political life, *No Love for Johnny*. The main role in this film, that of an unscrupulous Labour M.P., has also been taken by Peter Finch—it provides something of a contrast to his role in *Cleopatra*.

BOOKS

CHRISTMAS GIFTS

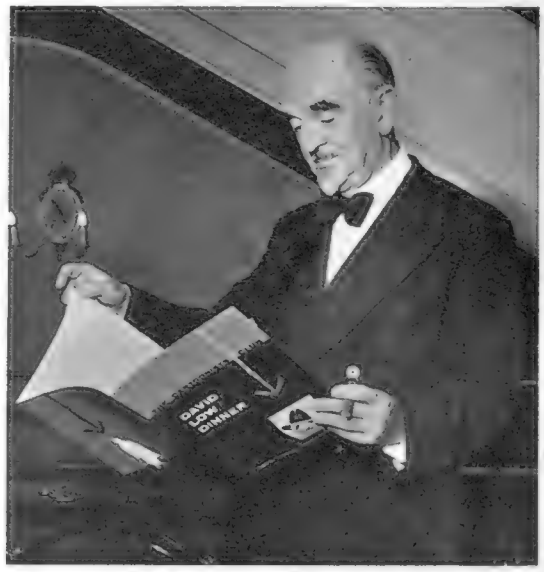
Recommended books to give to cooks, gardeners, lovers of humour, and children of all ages

This week, more than a month before Christmas, what I am going to write could well be called a Page for the Prudent since its object is to point out a number of books for contemporaries or for children, which would make enchanting or useful or, in either case, very welcome Christmas presents. The only problem is to know where to start but, food being the pleasant preoccupation that it is with so many of us, I will begin with three magnificent cookery books. The first is THE IRIS SYRETT COOKERY BOOK (Faber and Faber. 45s.), which is a big compendium of collected recipes from the Tante Marie School of Cookery, an establishment opened by Mrs. Syrett a few years ago and already a gastronomic *must* for aspiring cooks. This volume is immensely practical and ranges from the complicated dishes to the details of buying, drawing, jointing and trussing a chicken. A section of photographs of completed dishes proves (*a*) that a good cook can do wonderful things but that (*b*) only cakes are really photogenic.

FRENCH PROVINCIAL COOKING (Michael Joseph. 35s.) is immensely good value, too. In fact, the difficulty which I foresee will be in giving these books away and not keeping them for oneself. Mrs. Elizabeth David has written with great authority and a pleasantly straightforward manner about regional cooking in France and has added to her recipes an explanation of French cooking terms and some sound advice on cooking instruments. She also has a splendid anecdote to illustrate the Frenchman's serious attitude towards what he eats. A busy shoemaker's shop was found to be closed one day, the windows shuttered, and a brief but noble notice pinned to the door. " *Fermé*," it read, " *pour cause de cassoulet*."

More modest in every sense but just as attractive is Mr. Alexander Watt's THE ART OF SIMPLE FRENCH COOKING (Macgibbon and Kee. 15s.), in which this expert on restaurants, home cooking and *bistros* includes some simple, delicious recipes for the dishes which restaurant keepers eat themselves.

And so to that most rewarding pastime or passion: gardening. Mr. Peter Coats has edited A BOOK OF GARDENS (Heinemann. 42s.), selected from articles, drawings and photographs which first appeared in *House and Garden*, and which are admirably sensible from the point of view of the working gardener and a delight to the eye from the point of view of anyone at all. The subjects which are discussed range from the stately home type of garden to the back yard and the window-box. (This, and Mr. Watt's book, are two certainties for my own list.) THE OXFORD BOOK OF WILD FLOWERS (O.U.P. 30s.) has been edited by S. Ary and M. Gregory and illustrated, with both accuracy and grace, by B. E. Nicholson. Scores of coloured drawings and a very clear system of reference, together make this book a good investment.



DAVID LOW, the doyen of political cartoonists, examines the menu of the dinner given in his honour by the Cartoonists' Club. Born in New Zealand in 1891, Mr. Low published his first book in 1908 and first appeared in the London press in 1919, in the pages of the *Star*. His latest work, *The Fearful Fifties: A history of the decade* (The Bodley Head. 20s.), was published at the beginning of this week. It is a record of world events executed with all his customary incision and wit

The next two potential presents are anthologies, FATHER'S BEDSIDE BOOK and MOTHER'S BEDSIDE BOOK (Heinemann. 21s. each), and full of the kind of reading which can make wakeful hours a pleasure instead of a torment. Appropriately, one is marked HIS and the other HERS which, one supposes, will be a great help until the couple decide to swap!

Finally, for adults, two examples of sheer fun in Mr. H. M. Bateman's THE EVENING RISE (Duckworth. 15s.), in which the famous artist writes of fifty years of fly fishing and, naturally, illustrates his text most amusingly; and PHOGEY! (Max Parrish. 13s. 6d.), an enquiry by *Punch* writer, Mr. Malcolm Bradbury, into the problem of having Class in a Classless Society.

Some children make their Christmas wants known persistently and stridently, not, in the traditional and charming way, posting their lists up the chimney to Santa Claus, but pressing them into the hands of the most promising grown-ups, with urgent recommendations as to shops, prices and sizes. Here is some guidance, none the less, for adults without exact and pressing commissions. THE ILLUSTRATED TREASURY OF CHILDREN'S LITERATURE (Collins. 30s.) is big, bulky and thoroughly satisfying, with beautifully clear type, many, many pictures, and stories and poems with the widest possible scope. It has been edited by Margaret Martignoni and original illustrations by such artists as Tenniel, Arthur Rackham, Walter Crane and scores of others have been used. THE ILLUSTRATED BOOK ABOUT AFRICA (Macdonald. 17s. 6d.) has been written by Mr. Felix Sutton and brilliantly illustrated by H. B. Vestal. It is written in the most direct and attractive style and is the kind of book which parents will enjoy as much as their children.

The next three books are about specific subjects, too, and might provide exactly the right gift for a boy or a girl with those definite interests. BESS—*The Story of a Horse*

One of the most remarkable features of the British Army is its ability, behind the mask of orthodoxy, to produce unorthodox warriors. Such a one was Lieut.-Colonel Ivan Lyon, D.S.O., M.B.E., who twice raided Singapore Roads. His canoe teams, armed with limpet mines, were conveyed by steamer and junk on the long haul from Australia to Malaya, and subsequently created havoc among Japanese shipping, sinking 40,000 tons of it. The expeditions took place in 1943 and 1944, the first most successful, the second disastrous. Brian Connell has rescued this dramatic story from near oblivion, and in RETURN OF THE TIGER (Evans. 21s.) pieces together the known facts of both operations. It is no exaggeration to say that this is one of the most inspiring stories of the Pacific War, not only because of the way these Commandos carried the battle into the heart of Japanese-held territory, but by the extraordinary manner of their end. Lyon himself died fighting a rearguard action on Asore Island. Ten of his comrades later perished by the executioner's sword, going to their deaths undaunted.

Another untold story of the Second World War is THE HUMP (Souvenir Press. 21s.), by Jack Barnard, M.C. Barnard and his men, retreating from the Japanese advance into North Burma, had no option but to go over " the hump " into China with the Chinese 96th Division. It is an enthralling and colourful tale.

UNORTHODOX WARRIORS

Fighting in the Far East in World War Two

In the nineteenth century the ancient monarchies of the Far East surrendered one by one to European power. Somehow Thailand survived; perhaps in large measure due to the line of kings, the Chakri Dynasty, holding sway between 1782 and 1932. Prince Chula Chakrabongse, of Thailand, tells the story of this paternal monarchy, which still rules in slightly different form, in his new book, LORDS OF LIFE (Alvin Redman. 35s.). How refreshing it is to read about it all from the point of view of Thailand.

In WAR IN THE DESERT (Hodder and Stoughton. 25s.) Glubb Pasha adds once again to the written record of his personal experience in the Middle East. This time he pays tribute to R.A.F. intervention in the early days of flying, and shows how it saved a poor, simple and hardy Arab community from the terror of massacre, contributing to the stability of the frontier lands which lie between Iraq and what is now Saudi-Arabia.

Professional smugglers, those who regularly play for high stakes, not the holiday folk who cannot resist a bit of temptation, are the subject of David E. Walker's entertaining book, THE MODERN SMUGGLER (Secker and Warburg. 18s.). To-day these professionals seek to outwit strong, experienced and therefore effective forces, and the wireless, the aeroplane and the fast motor-boat are as much at the service of one side as they are of the other. Smuggling has not changed in respect of contraband; gold, diamonds, watches, and drugs are still the chief items of illicit trade, but the smugglers have changed, and for the most part they are now working in large organisations. Mr. Walker has a host of anecdotes about smuggling, few of them very encouraging for anyone seeking a career in this field. He is at pains to differentiate between " good clean fun " (watch smuggling and the like), which merely picks the pockets of legitimate dealers in the country of import, and drug smuggling, which can, and does, inflict grievous bodily and spiritual harm.

Cyril Ray, in search of the " rich rum variety of English life," brings the keenly observing qualities of the trained reporter to his task. MERRY

(Ronald. 12s. 6d.), for instance, is Mr. Dennis Peck's tale about a favourite hunter and was written for one of his own sons. Exciting stuff since it is in the main Bess's own account of how she was a dead-heat winner of the Grand National. THE YOUNG SCIENTIST (Chatto and Windus. 16s.) is described as a book for people between the ages of thirteen and nineteen, who want to know about the latest developments in science and engineering. Experts contribute articles on matters as different as the Kariba Dam and hi-fi, and the editor is Mr. W. Abbott, B.Sc., M.I.Mech.E. SEEDS AND MORE SEEDS (World's Work. 9s. 6d.) is a much younger person's introduction to botany—with pictures—and is by Millicent Selsam.

Miss Naomi Mitchison's THE RIB OF THE GREEN UMBRELLA (Collins. 10s. 6d.) is a novel of Italy during the war and has been illustrated with his familiar charm by Mr. Edward Ardizzone. Quite thrilling and designed for young readers or the still younger "read-to's." BIGGLES GOES HOME (Hodder and Stoughton. 8s. 6d.) is another exploit of Captain W. E. Johns' redoubtable hero, This time he is doing his stuff on the north-east frontier of India. THE FAR-DISTANT OXUS (Collins. 12s. 6d.) is a story by children, for children and about children. Its authors, Katharine Hull and Pamela Whitlock, were fifteen and sixteen when they wrote it and sent it to Mr. Arthur Ransome for his criticism. Like Mr. Ransome, I found it alive from beginning to end and recommend it.

SLEEPY BOOK (World's Work. 12s. 6d.), which is even printed on rather sleepy-coloured, blue-grey paper, is a picture-book for very little people's bedtimes and is adorable. Written by Charlotte Zolotow and pictures by Bobri.

The next batch is of picture-books in which some well-known stories are re-told by Miss Shirley Goulden and illustrated, delightfully and dazzlingly, by Cremonini. Perfect for the child with artistic instincts. The books are STORIES FROM HANS ANDERSEN, ANIMAL STORIES and STORIES FROM GRIMM (W. H. Allen. 7s. 6d. each). There is also A THOUSAND AND ONE NIGHTS (W. H. Allen. 15s.), in this case illustrated, quite magnificently, by Benvenuti.

I have left till last, on a childish impulse which is perhaps not out of place here, THE RABBITS' WEDDING (Collins. 10s. 6d.), which has been written and illustrated by Mr. Garth Williams and is a thing of beauty and humour which I propose keeping for myself.

Vernon Fane

ENGLAND (Vista Books. 25s.) is a series of delightful essays resulting from journeys up and down the land, but many of them belonging to London Town, a lunch-hour stroll in Lincoln's Inn Fields among the public orators and the basket-ball girls, a Saturday night at the White City "dogs," and an hour or so amid the steady yap, yap, yap of Cruft's.

If all the money going into under-developed countries is added up it makes a formidable sum, but Andrew Shonfield, in THE ATTACK ON WORLD POVERTY (Chatto and Windus. 21s.), indicates that it is ill-distributed and not always well managed. He makes some valuable suggestions on how to cope with this forbidding task.

Two colourfully illustrated books, each of very individual appeal, appear this week. A. K. Beken's YACHTS (Batsford. 12s. 6d.) reveals that this brilliant photographer in black and white is just as good with colour film. CACTI (Nelson. 42s.) contains a magnificent series of colour illustrations by Frau Pia Roshardt from specimens selected from the Cactus House in Zurich. Professor Walter Kupper writes the text.

Arthur Bryant's RESTORATION ENGLAND (Collins. 21s.), unobtainable for twenty years, now makes a welcome reappearance, revised and illustrated.

R. C. E.

Brian Smith as Bobby, Pamela Puffy-Picq's son, and Anthony Quayle as Cesareo Grimaldi in a new play at Wyndham's Theatre

As the lonely alcoholic couple—Anthony Quayle and Celia Johnson (Pamela)

In a French café, Pamela waits for Cesareo to arrive

CHIN-CHIN

at Wyndham's Theatre

It is notorious that West End audiences are not in favour of plays with only two main characters and they view comedies from the French with some suspicion these days. Nevertheless, *Chin-Chin*, a bitter comedy by a young French author, François Billetdoux, was well received by its first-night audience and aroused enthusiasm and controversy among the critics. Adapted by Willis Hall, the play tells the story of two people adrift in Paris. One is an Italian middle-aged building contractor, whose wife has run off with a Parisian doctor. The other is the doctor's wife, restrained, prim, and essentially English. They meet in a Paris café to discuss the wreckage of their marriages, and are fascinated by each other's difference of character and attitude. Despite herself, the Englishwoman, Pamela Puffy-Picq, is involved with and then succumbs to the Italian's fondness for alcohol. Together they retire into an alcoholic liaison, alienating their friends and neighbours. Only by night do they venture to go out. On one such expedition they stand outside the luxurious apartment house where their spouses have settled together. They discover Pamela's son, drunk in a gutter, and steal his wallet. Impeccably acted by Anthony Quayle and Celia Johnson—he with echoes of his performance in Arthur Miller's *A View from the Bridge* and she with echoes of *Brief Encounter*—the play evoked varying responses. But it seemed clear that *Chin-Chin* has a quality and method all its own.

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Reay Geddes

The managing director of the Dunlop Rubber Company, Mr. Geddes, is a highly impressive leader of a lively industry. He reached this position in 1957, when he was forty-five, at a time when, in the late 1950's, the tyre industry had started on an intensive series of technical developments, particularly in regard to the use of synthetic rubber. Mr. Geddes is fully confident that technical development will continue and that the motor industry has a future of large-scale expansion, both at home and abroad. At the Motor Show last month Dunlop were exhibiting three new tyres, designed to give a very wide choice for the motorist. Two years ago Mr. Geddes was quoted in *The Times* as expecting to see a goal of one car to every two families within ten years, a rate of progress he now believes may well be reached even sooner. Born at Harrogate in 1912, Anthony Reay Geddes is the son of a famous father, a chairman of Dunlop. He was educated at Rugby and Cambridge, where he read economics, and then served a banking apprenticeship at the Bank of England. He joined Dunlop in 1935 and worked for the Company in Britain, Germany, France and India until the war. Having become, in 1937, a pilot in the R.A.F.V.R., he was recalled to the R.A.F., rising rapidly to become Deputy Director of Air Transport at the Air Ministry at the age of thirty-two. He was awarded the O.B.E. In 1945 he rejoined Dunlop as overseas sales manager, was then elected to the Board, and became, in 1953, the executive director responsible for general sales and distribution at home. An economist by education and inclination, Mr. Geddes believes firmly in expanding trade and industry's responsibilities to society. He is a past-president of the Society of Motor Manufacturers and Traders, a past-chairman of the International Road Federation of British Industries and of its economic policy committee, and a past-president of the Federation of British Rubber and Allied Manufacturers' Associations. Married with five young children, Mr. Geddes likes to live in the country and to travel. He says this does not give much free time for anything else, although he is, to even the most casual listener, extremely well read and informed

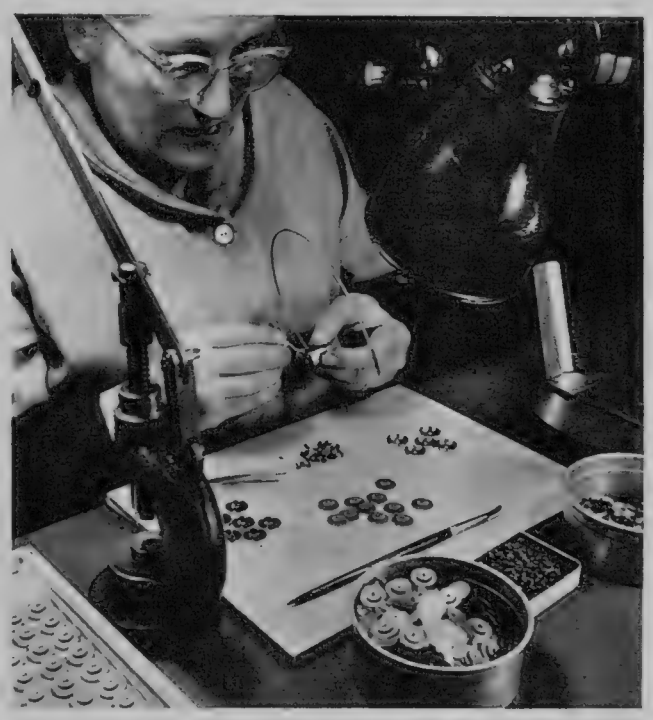
AN ANXIOUS WATCH ON EUROPE

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Many happy and hopeful things were said about " the Seven," Britain's new trading partners in Europe, at the political and economic conference on the European Free Trade Association convened in London last week. The Prime Minister was anxious that it should lead to wider economic co-operation, not split Europe into opposing trade blocs; the President of the Board of Trade saw in it the somewhat modified fulfilment of his original attempts to form a bigger free trade area with " the Six " of the European Common Market, and also looked forward, eventually, to some coalition of the two trade groupings; other speakers stressed the political like-mindedness, as well as the economic, of the member nations. But equally there was no burking of the fact that for some industries in most of these seven nations the progressive relaxation of tariffs and quotas envisaged in the whole idea of E.F.T.A. would have its difficulties, as a wider free trade area would have done—though for not quite as many industries.

This shift from a wider to a more narrow group of partner nations with which trade will become entirely free over a fairly short time has in some cases altered the competitive impact as between sections of a particular industry. Take Britain's horological industry, for example. Two or three years ago, when it seemed likely that all of Western Europe would be joining in freeing trade, it became obvious that the manufacture of watches and clocks was one of the British businesses which would have to face much sharper competition than it was used to, or perhaps than it might be able to, from the German clock industry and the Swiss watch industry. Failure of the main Free Trade Area negotiations in 1959 may partly have reprieved Britain's clock manufacturers. But Switzerland is one of the leading members of E.F.T.A., within which trade barriers may well be removed faster than they might have been in the other, stillborn economic grouping. So Britain's watchmakers—some of whom are clockmakers as well—face much sharper competition, and fairly soon.

The British Government, as well as the manufacturers themselves, must watch this prospective removal of protection from the horological industry with mixed feelings. For this is no long-established, entrenched British industry that in old age has been protected from failure to keep up with the times. Though watch and clock manufacture in Britain has a distinguished history to look back upon, the industry now enjoying protection is one that has been built up since the war—deliberately built up with government support and largely on government initiative. In the eighteenth and nineteenth centuries British manufacture of watches and clocks had a world-wide reputation; but by the turn of this century watch manufacture here was dead, and clock manufacture was hardly able to compete with Germany or Switzerland.



An operator in the Croydon factory of Louis Newmark Limited winds the mainspring of a clock for insertion into the barrel

During two world wars in succession this virtual demise of horological technique in Britain caused difficulties for the country. Making clocks and watches requires a high degree of precision in small-scale engineering; not only timing devices for weapons, but vital components such as fuses require just such skills. Clock manufacture never ceased in Britain; but the production of watches had declined merely to the fitting of British cases round imported movements, which hardly developed precise engineering skills. After the second world war, the Government decided to give special support to efforts to recreate a watch industry in Britain.

The impetus, however, did not come entirely from the government or in particular from its defence departments; there were businessmen equally anxious to start up. S. Smith and Sons (England), now Britain's largest firm in the horological business, which began as a watch- and clockmaker just over a hundred years ago, had gone through the British industry's decline, switching over gradually to the motor and aircraft instrument business that now represents the largest part of its profits. But in the late twenties, as soon as Britain's electricity system began to offer a standard frequency, Smiths had moved very successfully into the development of electric clocks. Sir Allan Gordon-Smith, who was responsible for the later development of the company, had always wanted to make watches, in spite of the difficulties of meeting competition from Europe; during the thirties he set up a company school for watch and clock mechanics and in 1939, at the instance of the government, the company set up a watch factory at Cheltenham. This produced watches and small clocks for the services. When the war ended Smiths carried on the Cheltenham factory into commercial manufacture of high-grade watches; and government support was given also to the production of cheaper watches.

The government assistance was in part financial and in part a matter of trading diplomacy. Some of the highly-specialised equipment required for watchmaking, and some of the help in training, plus for a time supplies of the most specialised components, were required from Switzerland—from the world's most efficient and tightly-organised industry, which had always enjoyed great support from its own government in discouraging new competition. The British government possessed, however, particularly in the straitened years after the war when imports were generally restricted, a bargaining lever in its quotas and tariffs on imports of watches; and Switzerland was prevailed upon to trade some technical help to the reborn British industry in return for quotas of what at the time were regarded as " luxury " imports.

The British makers began primarily on the simpler watches; two, Ingersoll and U.K. Time, were subsidiaries of American companies, which began by importing certain components. To-day Britain has five watch producers. Anglo-Celtic at Ystradgynlais, near Swansea, jointly owned by Smiths and Ingersoll, makes nearly half of the 2,500,000 watches produced in the country; Timex (formerly U.K. Time) in Dundee makes perhaps a third; and most of the others are made by Louis Newmark, a firm which launched into watch manufacture at Croydon after the war with no more than great commercial acumen, and a brilliant engineering director who had never, however, made a watch. Most of the output of these producers consists of fairly cheap watches; of late Westclox, one of the successful clockmakers, has begun in this field too. Smiths factory at Cheltenham, producing only about 2,000 watches a week, is the country's main producer of the higher-grade watches to compete with the Swiss product; Smiths also produces, through subsidiaries, hairsprings and jewels not only for its own watches but for other British watchmakers.

Most of the country's clocks—approaching 6,000,000 a year—are made by Smiths at a factory in Lanarkshire, by the American-controlled Westclox at Dumbarton, and by John D. Francis Ltd. in Liverpool. Clock manufacture is more highly mechanised than watch manufacture can be, and can be better organised for labour with less skill: though the German clock industry is back again in all its previous strength, the British industry is pretty competitive in its own market. It manages to export about a fifth of its output, though it is no longer a net exporter; since quotas on imports of European clocks were removed late last year, imports have nearly doubled.

Import quotas remain for clocks and watches made in Japan and Russia. They also apply to imports of watches or movements from Switzerland costing under £5 each—and it should be remembered that though we think of the Swiss watch in terms of the exquisite and expensive super-timepiece, its bulk exports of cheaper watches are one of the strengths of the best-known watch industry in the world. But the tariff on watches coming into Britain was cut by a fifth this year, and quotas for the grades still restricted were increased. Under E.F.T.A. arrangements, the British watch industry will, progressively, have to meet the full force of Swiss competition, eventually entirely without protection.

Will it be able to do so successfully? The question is perhaps still an open one. Building up a labour force of highly-skilled workers in a land where the craft has died has not proved easy and continues to demand major efforts. Primarily, there is the difficulty of competing with any industry whose volume of output is fifteen or more times as big as one's own (Switzerland makes about 40,000,000 watches a year, and exports most of them). The British makers have sensibly concentrated on a few popular sizes of watch; they reckon that they can match any imported watch in quality; they have established, or re-established, their names in the public mind. Holding all the ground they have won behind trade barriers will not be easy when those barriers finally come down altogether; but they have fair chances of holding a good deal of it.

The oil tanker *Esso Canterbury* is berthed alongside the marine terminal at the recently-opened Milford Haven oil refinery

At the refinery are (*left*) the crude oil distillation unit and (*right*) the Powerformer. In front of them are banks of air coolers

From the air can be seen

d Haven refinery and its marine terminal. The approach trestle for this extends 3,500 ft. into the haven. Two 100,000-ton tankers can be accommodated at the same time

MILFORD HAVEN OIL REFINERY

Esso's £18,000,000 refinery at Milford Haven, on the Pembrokeshire coast, was opened by the Duke of Edinburgh. High winds and squalls caused some superficial damage to the plant and led to an emergency programme being adopted for Prince Philip's visit, but it did not affect the planned daily production of 3,500,000 gallons of fuel products. Conditions on this windy part of the coast were taken into account when the refinery was designed. Mr. H. C. Tett, chairman and managing director of the Esso Petroleum Company, has described the refinery as the most technically advanced in Britain. To build the jetty and marine terminal in 50 to 80 ft. of water necessitated the manufacture, on site, of concrete piles in 500-ft. lengths, a unique achievement.

Construction started in July 1958 on a 350-acre site. Over 99 per cent. of all materials which were used were of British manufacture, including over a quarter of a million tons of steel refinery equipment. There are four principal refining units: the primary crude oil distillation and light-ends recovery unit (which separates the principal ingredients of the crude oil); the Powerformer (which converts low octane naphtha from the distillation process into high-octane motor spirit); the copper sweetening unit (which removes certain unwanted compounds from petrol and jet fuel); and the Hydrofiner (which removes sulphur from gas and diesel oils). There are 69 process and storage tanks, with a total capacity of 189,000,000 gallons. The principal contractors were—Foster Wheeler Limited (main contractor); George Wimpey and Co. Ltd.; John Mowlem and Co. Ltd.; Whessoe Ltd.; W. Neill and Son (St. Helens) Ltd.; and Motherwell Bridge and Engineering Co. Ltd.

Left: Spherical containers used to hold butane gas

MOTORING

BUMPING ALONG BEHIND

The pros and cons of air suspension; the Big Borgward; and other topics

By **COURTENAY EDWARDS**

Is Britain lagging behind France and Germany in the development of pneumatic suspension for motor vehicles? The Citroen DS 19 has been in production with oleo-pneumatic springing for four years. On the new Big Borgward —a 2.3-litre, six-cylinder, 100-m.p.h. six-seater saloon—air suspension is offered as an optional extra in Germany and will be fitted as standard on all cars exported to Britain.

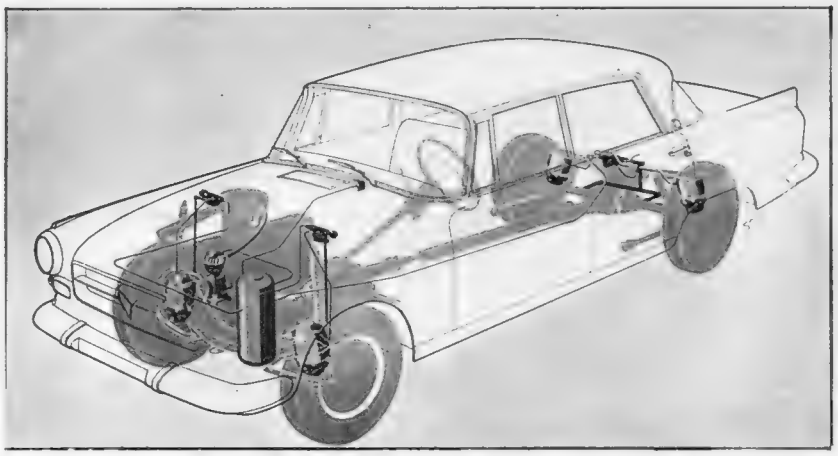
I have been road-testing the new Borgward, of which there are as yet only two samples in Britain. I found it an extremely comfortable car, especially on rough roads, and its road-holding and cornering are above average. As I virtually floated down to the sea on cushions of air I recalled similarly comfortable drives in Citroen models and started wondering why pneumatic springing is not yet available on a single British car. I made inquiries in the motor industry and every expert I asked gave me the same answer: pneumatic suspension has undoubted advantages. The stiffness of the springing is automatically varied according to the load and the vehicle is maintained on an even keel at all times, irrespective of weight of load or the manner of its distribution.

But air suspension has maintenance servicing problems and costs a lot more than conventional steel springs, whether they are laminated leaves, coils or torsion bars. Although Borgward charge only about £70 extra for air springing I am assured by British experts that in this country it would add at least £100 to the cost of a car using it. It is significant that in the U.S., where General Motors and Ford offered pneumatic springing on their more expensive models a few years ago as an optional extra, very little interest was shown by American motorists, and I believe the idea has been dropped. Air suspension is, however, widely used in the U.S. on heavy trucks and long-distance coaches.

It is also gaining in popularity in Britain in its application to commercial vehicles, including coaches, operators of which find the extra cost a good investment. Coach firms find the system's self-adjusting, self-levelling characteristics of great value in coping with widely varying passenger loads, from full up to just two or three passengers. Road haulage operators favour it because it deals gently with fragile loads and prevents their trucks from rattling to pieces when driven empty. With steel springs their stiffness must of necessity be a compromise between the unladen and fully laden extremes. So, when a heavy vehicle is travelling light, its strong steel springs, chosen to cope with the heaviest loads, tend to lift the whole vehicle rather than absorbing the bump.

The system most widely used on commercial vehicles in Britain is the Pneuride system, which the Dunlop Rubber Co. have been developing for some years. It is basically similar to the Borgward Airswing suspension, which is an adaptation on the Airide system of the U.S. Firestone Company. It costs more than ordinary steel springs because it needs an engine-driven air compressor, an air reservoir, and levelling or height-control valves. The actual " springs " are bags of nylon-reinforced rubber, housed in metal containers attached to the chassis. The diaphragm forming the bottom of the bag is connected to a piston linked to the suspension. The stiffness of the suspension is automatically varied, according to the load, by increasing or decreasing the pressure of the air in the springs. This is the function of the levelling valves. In the case of a car, they admit more air to the springs when a passenger gets into it; and release air from the springs when he gets out.

The Citroen oleo-pneumatic system, the first to be adopted by a European car manufacturer, is different. For each wheel it uses a spherical container which is divided across the centre by a rubber diaphragm. On one side of the diaphragm is nitrogen, trapped in its hemisphere. (Air could be used, but nitrogen is better.) On the other side is oil, which communicates through valves with an oil-filled cylinder. In the cylinder is a piston, attached through a crank to the axle. As the road wheels are forced up by a bump (or the laden weight of the car increases) the movement of the piston in the cylinder compresses the air in the hemisphere, which acts as a spring. The valves restrict the flow of oil into and out of the sphere, and act as a shock absorber.



The "ghost" picture of the new Big Borgward shows the engine-driven air compressor, the air reservoir and the levelling valves

Perhaps you have been startled by the way the body of the big Citroens suddenly sink when the car stops and the engine is switched off. That is because the high-pressure oil pump is no longer working. It is one disadvantage of pneumatic suspension that either high-pressure oil or high-pressure air is needed to make it work. This gives rise to certain problems, and it is thought that it was largely a fear of maintenance troubles that caused American motorists to shy away from this advanced new form of springing.

Did I say " new "? I must correct that! The first patents for air suspension were taken out in 1847. There was a Cowley with this form of springing at a London Motor Show more than fifty years ago. Citroen first used it in 1955—at the rear end of an existing model. It was fully incorporated into the DS 19 when that revolutionary design was brought out in 1956, and is also used on the simpler, cheaper ID model.

In Britain the Dunlop researches have been supplemented by those of Andre (who have been working on an American system under licence from the General Tire Co.) and a number of the big car firms, including Ford and Standard-Triumph, have been carrying out their own independent experiments. It seems that no British car manufacturer—not even Rolls-Royce and other builders of luxury cars —is likely to adopt air suspension for three or four years at the earliest. That, at any rate, is the feeling in the industry. More immediate interest is being shown in the further development, for use on cars, of rubber suspension of the kind so brilliantly exploited by Mr. Alec Issigonis in the British Motor Corporation's front-wheel-drive babies.

I should imagine Borgward were particularly attracted to the use of air suspension because with their swing axle system the need for levelling is of more than usual importance. They are lucky to be able to use a system already developed in America at great cost. A word, now, about the six-cylinder Borgward itself. It is a very pleasant car to drive and ride in, and it is obvious that a great deal of thought has gone into its design. The fully-reclining front seats offer armchair comfort, the controls are in the right places and all the accessories work well. The engine has the same bore and stroke as the successful 6-cylinder, 1½-litre Isabella models. It develops 100 brake horsepower and although it is a fairly heavy car the performance is lively and, according to how it is driven, gives a fuel mileage of between 20 and 25 to the gallon.

It is a handsome car, styled in the fashionable Continental manner. (Incidentally, I was interested to see Signor Farina quoted in the *Daily Mail* as modestly disclaiming the entire credit for the crisp, sharp lines now adopted by so many firms. It was a natural trend, he said, to which a number of stylists had contributed.) The two-speed wipers really do keep the screen clear, and other Borgward features which appealed to me were the efficient heater (incorporating a separate fan to demist and defrost the rear window), the huge luggage boot, the headlamp flashers (available for daytime use when the lights are not switched on) and the hand grips above each door to which coat hooks can be attached.

In Britain, with air suspension as a standard feature, the Big Borgward costs £2,395 (including £705 tax). This is a luxury car with synchromesh on all four gears, but automatic transmission would be an additional attraction, and I understand the British Hobbs gear-box (which Borgward have already adopted for their Isabella range under the name Hansamatic and which in Britain costs £160 extra, tax included) will soon be available on the new model. There will also be servo assistance for the brakes, which at present need rather too much pedal pressure for rapid deceleration from high speeds.

Briefly . . . Top attraction at the Turin Motor Show was the new Lancia Flavia, a 1½-litre, £985 saloon with a 4-cylinder, horizontally-opposed water-cooled engine driving the front wheels. It has disc brakes all round and dual headlamps. . . . The low price in Italy of the Austin A40 now being built under licence in Milan by Innocenti, famous for their Lambretta scooters, led to a small price " war " during the Turin Show. Price reductions were announced for the British Ford Anglia and Italy's Fiat and Alfa-Romeo models. . . .

Scotland Yard has tightened up its arrangements for dealing with car thefts in the Metropolitan area, which have lately shown a big increase, with joy-riding teenagers as the chief culprits. . . . Motorists in the U.S. are being offered an electronic warning device which comes into operation when the petrol is running low. It sounds a buzzer which, presumably, bullies the driver into filling up at the very first opportunity. . . .

Pre-stressed concrete arms jut out from the centre support of the Hammersmith fly-over. The building at left is to provide new offices for the British Oxygen Company

HAMMERSMITH FLY-OVER

The new Hammersmith fly-over, which is designed to ease the flow of traffic in and out of London using the Great West Road, should be completed in about fifteen months. Work has progressed smoothly, and the contractors, Marples, Ridgway and Partners Ltd., have encountered only minor problems. The fly-over, running over Hammersmith Broadway, will link the Hammersmith-Chiswick section of the main road with the Cromwell Road extension. Going up alongside is the new British Oxygen building, for which the main contractors are Richard Costain Ltd.

Looking towards Central London, with St. Paul's Church, Hammersmith, in the background, the view shows the steel and concrete trestle for the carriageway

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CHRISTMAS PRESENTS

In this seasonal section are many suggestions for gifts, including some of the more unusual

With the approach of Christmas, most of us, as we grapple with the perennial problem of what to give to whom, are probably repeating, with relief, the proverb: thank goodness, we say, the season "comes but once a year." It is a problem to find the right gift for a particular individual. How foolish one feels on discovering that one has given A precisely the same gift as have B. and C. A's effusive expressions of gratitude—"just what I wanted, how original"—tend to sound a little hollow. (Like the letters of thanks from the newly-engaged couple to the donors of twenty toast racks.) Of course, there are exceptions. No one minds receiving several bottles of wines or spirits, or 200 instead of 100 cigars. One has to be careful about the types and brands selected, although certain names would not have become as renowned as they are, did they not suit most tastes. For cigars and cigarettes the names Upmann and

The Buren "Super Slender" watch on the *left* costs £22 10s. *Centre* is an 18-carat gold watch by the House of International. Its price is £142. The Audemars Piguet 18-carat gold bracelet watch on the *right* costs £330 in yellow gold and £367 10s. in white gold

Macanudo, and of Senior Service, Player's, Nelson, Bristol, Rothman's and Benson and Hedges spring to mind—there are many others.

The problem remains, especially if one is thinking in terms of gifts to the man or woman who "has everything." They must suit the recipient. I have read somewhere recently that in the United States the ideal gift this year between executives is a private aeroplane. For all I know this fashion may pertain in Britain too. At any rate, there's always a Rolls-Royce, for those who prefer to keep their wheels on the ground. But let's, as the philosophers say, be realistic. Ideal though these presents may be: (a) our friends may possess them already, and (b) not every donor's pocket can stretch to such a limit. What we're aiming at is being able to say, or write, with our gift: "I'm sorry, I couldn't get you a plane or a motor, but here's something which I think you'll enjoy as much. . . ."

Each bottle of Slaintheva whisky from the Highlands carries this label with the recipient's own name individually handwritten

Broadly speaking, there are two attitudes on the approach to Christmas-present buying. One I would call that of the staff-trained planners. Catalogues and advertisements are perused and then a list is drawn up, fitting the right present to the right person. The other school of thought is more pragmatic. It believes in going to the shops and seeing for oneself before making up one's mind on what is fit and proper for whom. I, myself, belong to the cross-benchers, as I believe a lot of us do. I do draw up a list. Sometimes I can decide "from information received" what is the right gift for an individual friend. But there

FOR EXECUTIVES

The selection of pewter ware ranging in price from £1 7s. 6d. to £14 forms part of the selection of gifts to be found in the Dunhill shop

The wine basket is packed with a selection of gifts in the Arden for Men range. They include after-shave lotion, eau de Cologne, foam shaving cream, talc and soap. The price of the basket is £5 4s. and is available from all Arden agents

are other cases for which I know I 'll have to go to a shop before coming to any conclusion. The purpose of this article is to help both groups: the " planners " to fill in the blanks, which they inevitably find on their lists; and the " pragmatists " to save them a little of the fatigue which accompanies shopping expeditions, without any plan, at Christmas time.

There are certain shops which fully appreciate this point and have special gift sections, where the staff are prepared to give advice upon any problem. Upon the specifications you give them, they will fit the present to any individual, at the price you require. Harrods, in Knightsbridge, and Fortnum and Mason's in Piccadilly, are cases in point. In fact, they will probably solve your gift questions better than anyone else. Two other London firms come to mind where you will almost certainly have no difficulty in being advised on the suitability of a wide variety of goods.

An attractive and unusual gift for the dining-table comes from Garrards of Regent Street. It is a Regent Plate brandy warmer on skis and costs £6 7s. 6d.

One is Moss Bros. Just as another pair of immortal brothers, the Brothers Grimm, had from time to time to remind the public that they dealt in other things besides fairy stories, so the Brothers Moss recall occasionally, and very properly, that they sell as well as hire. Moss Bros. are equally well equipped to serve women as well as men. Their ladies' suede jacket " Lorraine "—in light or dark tan at £19 19s.—will enhance any female executive or any male executive's wife. For both sexes a suggestion is an overnight case of finest quality hide with an adjustable three-section lock and zip pockets at the back. (£7 15s.) My personal recommendation for a gift for a male is a pewter

(Continued on following pages)

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for all occasions

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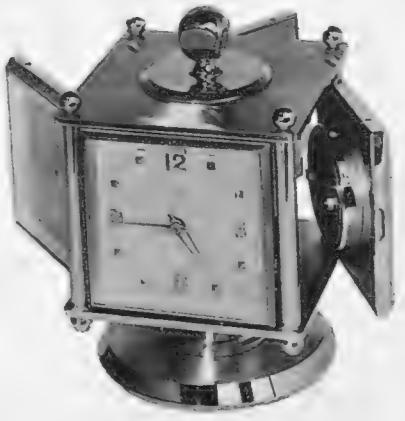

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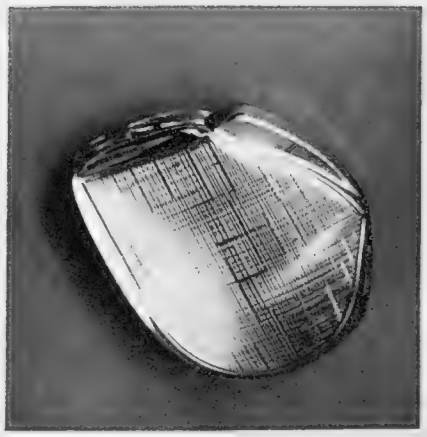
CHRISTMAS PRESENTS FOR EXECUTIVES

(Continued from previous page)

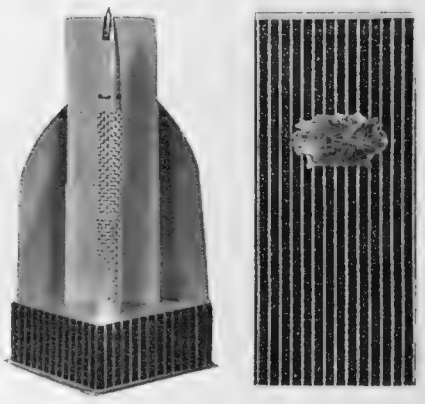
beer tankard, with that necessity for serious beer drinkers, a solid base. Pint size is £2 12s. 6d. Weaker brethren can get the half-pint size for £1 19s. 6d. They also make excellent christening mugs for sons, nephews or grandsons born around Christmas Day, or any other time, for that matter. My other London firm in this category is Garrard's, of Regent Street, the Crown Jewellers. They have tankards too. A pint sterling silver should be examined. Also, on the subject of drink, they have a Regent Plate brandy warmer for the dining-room table. The warmer stands on a pair of miniature skis and the glass is held on a sort of U-shaped device. This comes into the category of unusual presents. Garrard's, of course, have a wide range of jewellery, leather goods and much else, including watches.

A watch is one of the safest presents to give, in the sense that anyone who wears a watch doesn't mind possessing two or three or even more. A good watch, like a good car, must from time to time be serviced. Therefore the gift of a watch will be welcomed by an executive, if it is the right type for him. In this category, in the top-price scale, mention should be made of Audemars Piguet in 18 ct. gold on an 18-ct. gold milanese bracelet. The price is £330. Watches of Switzerland, in New Bond Street, need no introduction. From their internationally-renowned collection, here is one: the magnificent 18-ct. gold automatic wrist watch chronometer by the House of International. With its solid gold dial, batons and hands and black coach-hide strap, it costs £142 in a special hand-made case and presentation box. Lower in the price scale is the slim and elegant self-winding Buren "Super-slender" (£22 10s.). Vacheron and Avia are others among the famous names. A watch is something to give at Christmas, without any fear of the recipient grumbling to himself that he's "got one already."

The same virtue, as mentioned earlier, applies to presents of drink. Provided they are properly selected. For that essential on Christmas morning, the pre-luncheon glass of sherry, when the post-mortem is held on presents received and qualms are felt about presents offered, what better than Williams and Humbert Dry Sack. No one is going to sit as coroner or have any qualms about that. Then, do you have your



One of the Flaminaire butane gas lighters now available in Britain in several prices



The Lady Sheaffer, complete with case, is one of the extensive selection of pens at The Pen Shop in Burlington Arcade

The new Zeiss 8 × 30 binoculars; price is £56 15s. 5d. Another important introduction to the Zeiss range is the 8 × 30B model specially designed for spectacle wearers

The Guinea Grain by B. Barling and Sons Ltd., costs 50s. for the medium size and is obtainable at high-class tobacconists everywhere

The TelUlog will tell you how many miles travelled and the number of gallons used. From Toppers of Northampton, it costs 5s.

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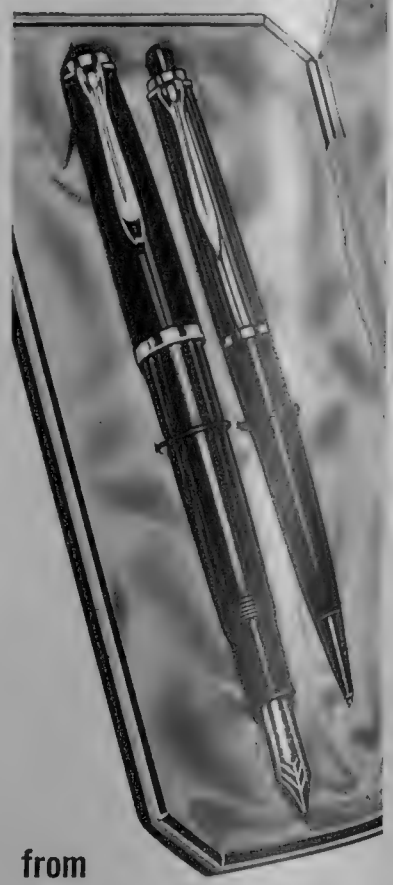

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Come and see these pens at our luxury specialist shop, where you will also find many other exciting presents in pens and pencils.

Christmas puddings made with whisky? A lot of people do. For these cognoscenti, it is *de rigueur* to have whisky with, as well as in, the pudding. Haig are fully conscious of this. They have a little leaflet to tell you how to make sauces and butter, with whisky, to go with the whisky-made pudding. Further, *mirabile dictu*, they have a recipe for re-heating the left-overs from the pudding with the help of their whisky. This has solved for me the problem, which had hitherto pursued me all my life, of how to face Christmas pudding on Boxing Day. To many the word "whisky" will mean a favourite brand, be it Haig, Ballantine, Highland Queen, Sandeman, Grants, Vat 69, Long John, or another.

One of the delights of whisky, if one gets the right brand, is that it often produces unusual information. Slaintheva is a case in point. It is bottled and blended by Ainsley, Dunn and Co., Ltd., of Glasgow. Whisky was first mentioned in Scottish records in the fifteenth century. By that time the Celts had invaded and been settled in Scotland for many hundreds of years. When drinking a toast, the call would be "Slainthe" (pronounced slanje) or "Good Health." Another in the company would reply "Slainthevo" (pronounced slanjevoh) or "Very Good Health." The whole company would then answer "Slaintheva" (pronounced slanjevah), meaning "Very, very good health." Thus, the recipient of a bottle (or bottles) of Slantheva will be able to please his friends not only with his taste but also with his knowledge.

Cigarettes are usually welcomed provided one finds out the right brand for any individual recipient. As regards cigars, here's a suggestion which has an esoteric appeal, Dutch Ritmeester cigars. Their blend of choice Sumatra, Havana, Java and Brazil tobacco has been the closely-guarded secret of the family concern which has been manufacturing them for generations. Prices are: half-Coronas 10 for 18s.,

(*Continued on following pages*)

This travelling rug in Manx pure wool in check design, measures 72 ins. by 57 ins. and weighs 3 lb. The price is £3 9s. 6d.

The golf bag from Moss Bros., has riveted steel supports, blocked leather bottom, and is fitted with caddy-cart protection patches and gussetted hood. In tan or black, its price is £6 17s. 6d.

"Sophos" gold cased cuff links, made by Lambournes, have more than 1,500 production designs of crests of Old Boys, Clubs, Regiments and Associations. (50s.)

Left: Dutch Ritmeester cigars are available in many sizes; the two illustrated are Coronas and half Coronas. Coronas retail at 10 for 25s. 10d., and 25 for 64s. 7d. There is the likelihood of record cigar sales this Christmas

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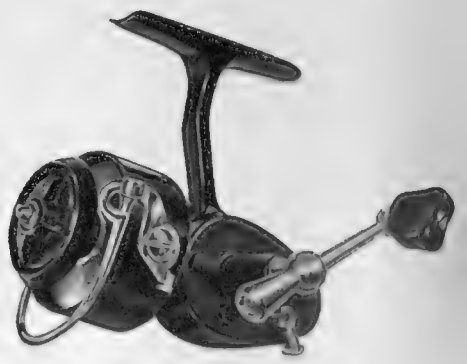
CHRISTMAS PRESENTS FOR EXECUTIVES

(*continued from previous page*)

25 for 45s.; Coronas, 10 for 25s. 10d., 25 for 64s. 7d. With a box of Ritmeesters and bottles of Slaintheva and Haig one can have much unusual information to impart on Christmas Day.

While on the subject of drink you might think of other suitable names for before, with and after the Christmas dinner. *Before:* Sherry—El Cid, Findlater, Gonzalez, Domecq: Gin—Burnett's, Seager Evans: Rum—Myers: *With:* Champagne—Mercier, Heidsieck: Hock—Crown of Crowns, Liebfraumilch: *After:* Brandy and liqueurs—Martell, Otard, Remy Martin, Hennessey, Thomas Grant, Cherry Heering, Cointreau, Drambuie.



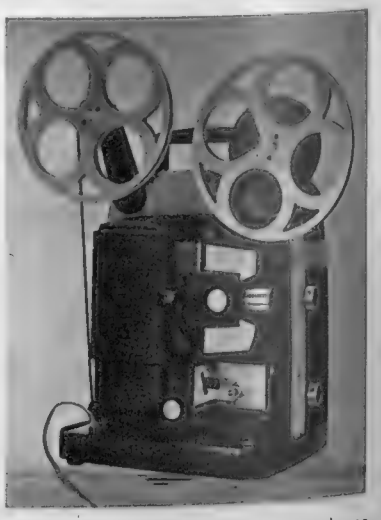
For the angler, both the Mitchell Prince 308 reel (left-hand) and 309 (right-hand) cost £5 5s.

For pipe-smokers (and do remember that many of those in this category take their tobacco only in this form) B. Barling and Sons, Ltd., have produced the Guinea Grain with a mouthpiece specially designed for comfort and for the denture-wearer. (Obtainable from high-class tobacconists anywhere for 50s.) Smokers of all kinds need lighters. Thirteen years ago Flaminaire Limited invented the world's first butane lighter. The design was inspired from the shape of a pebble on the seashore. Since then these lighters have been constantly improved. The case is designed like a watch in two separate shells, so that every moving part is immediately accessible. In several attractive types, Flaminaires range in price from 72s. 6d. to 90s.

Right: "Globemaster," a "make-it-your-self" soda syphon, holding as many as fourteen or fifteen glasses of soda squash, comes from the Sparklets Department of British Oxygen. When empty, the 10-ins.-high syphon weighs 1¾ lb. To refill the syphon two Sparklets bulbs are added to the water. The "Globemaster," with six Sparklets bulbs, costs £5 12s. 6d.

The name of Dunhill is traditionally associated with smoking, especially with pipes, and all the accessories which go with pipe or cigarette smoking, such as tobacco jars, cigarette-cases and ashtrays. The firm, however, also has a fine range of watches, clocks, wallets, handbags and pewter ware. And if you have a friend who is a chess, backgammon or bridge addict, Dunhills will supply the necessary sets or attractive gift boxes of cards.

Not everybody smokes. The non-smoker, especially if he has recently given up tobacco, is not likely to welcome even the best of pipes or the finest of cigars or cigarettes. For the non-smoking man there is much to be considered under the heading of what is known as



"Movies for the home." On the left is the Bell & Howell "Sportster" IV 8 mm. home movie camera (£69 19s. 9d.); and on the right the Bell & Howell Lumina 8 mm. home movie projector (£54 18s. 6d.) A slide projector is also available

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Redmayne, Wigton, Cumberland.

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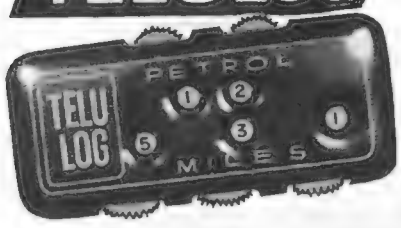

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Left: At the Aquascutum Gift Shop for Men. In the background is a bottle chest in hide which costs £12 for the four bottle size and £13 13s. for the six bottle size. The other items include leather bound shoe-lift, with whangee handle (25s.); leather covered foot-rule/cigarette lighter (85s.); silver-plated bar measures (5 gns. a set); and a leather covered tankard 1 pint size (72s. 6d.) and ⅔ pint size (67s. 6d.)

"toiletries." This somewhat cumbersome term means aids to appearance. The products of Arden for Men are examples to be noted. Pre-electric shave lotion; foam shaving cream; after shave lotion; Cologne; brilliantine and hair tonic. Any of these make a busy man feel more himself and better able to face the daily round. In the toiletries category, too, are products of the French Perfumery Co., Ltd., such as their Eau de Toilette Monsieur de Givenchy. Adjuncts to clothes also help in a man's appearance. Cuff links, for instance. Sophos cuff links, marketed by Lambournes, can be obtained in many desired designs.

Every executive has to travel a great deal, by road, by air or by rail. However comfortable the form of transport, weather conditions, especially at this time of year, sometimes make the journey chilly. To remedy this a travelling rug might be the answer. Redmayne, of Wigton, in Cumberland, help in this respect. Their Manx pure wool travelling rugs of check design in several varieties of colours cost £3 9s. 6d. Entirely in keeping in the directorial aircraft or car and most suitable for that journey to Moscow or elsewhere through the Iron Curtain which so many executives have in mind. On the subject of motoring, one often wants to know precisely how far one has travelled on a particular journey and how much petrol one has used. Normally this requires time wasted in calculations from speedometer and petrol gauge. Toppers, of Northampton Limited, now offer an easier method in their TelUlog. This is a very simple device (it costs no more than 5s.) and all one has to do is to set it at the beginning of any journey and affix it to the dashboard. Ideal for hanging on the Christmas-tree.

Anything to do with a man's sport or hobby should please him for a present. If he 's a fisherman—and a surprising number of executives

(*Continued on following page*)

With the UNIC the travelling executive can shave anywhere. It works on a simple battery. Obtained and serviced through T. R. Blurton and Co. Ltd., 176, Strand, W.C.2, the UNIC costs just under £3

The Ronson C.F.L. tripkit pack incorporates a precision-clipper for dealing with sideboards and moustaches (10 gns.)

Left: Givenchy Eau de Toilette for men in prices from 25s. (2 ozs.) to £6 (16 ozs.)

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Your jeweller will be pleased to show you the fine range of Buren Swiss Watches including dainty Ladies' Models or write for illustrated brochure and name of your nearest stockist.

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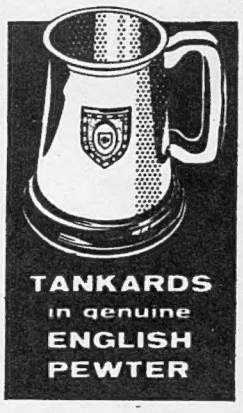

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CHRISTMAS PRESENTS FOR EXECUTIVES

(Continued from previous page)

are—the Mitchell " Prince 308 " reel should be looked at. Its small size does not impair its power. For spin fishing it provides perfect balance with short rods and with all tubular glass rods. The right-hand wind model is classified as 309. Price for both 308 (left-hand wind) or 309 is £5 5s.

For those who watch sports, or birds, or anything else for that matter, let me suggest a pair of Zeiss Tele-objective binoculars. This system permits the use of shorter focal length lenses with better colour correction and marginal definition than has ever been obtained before. Thus, there is a great saving in the size of the binoculars. The tele-objective system has now been introduced throughout the full range of Zeiss binoculars, including the 8 x 30B model, which is specially designed for spectacle-wearers.

For family friends at home or overseas, particulary in North America, a tin of shortbreads is always acceptable. Huntley and Palmers have several gift tins containing a wide selection of biscuits. Now let's have a word about that present which is always welcome to anyone who is literate—a book. A selection of suggestions for gift books—for adults and children—is on our books pages in this issue of *The Sphere* (pages 322 and 323). If you want to buy any of them, undoubtedly they can be obtained from W. H. Smith and Son. Smith's, that household word, are also purveyors of many other types of gifts, besides books.

Passing from reading to writing, how many times a day does the busy man have to sign his name to letters and documents, as well as drawing up endless notes for memoranda and making entries in that diary, which is one day going to be a spectacular success as a book of memoirs? A fountain pen is an essential of life. And one of the best places to obtain advice on the right sort of pen is the Fountain Pen Exchange. Branches in Regent Street, Burlington Arcade and Royal Exchange.

For whoever the present is intended, the aim must surely be to find the most suitable gift. There are only a limited number of shopping days to Christmas. That list must be drawn up now and the perennial problem of what to give, faced squarely. Otherwise there 'll be that last-minute rush round the shops, when you invariably get just what you don't want.

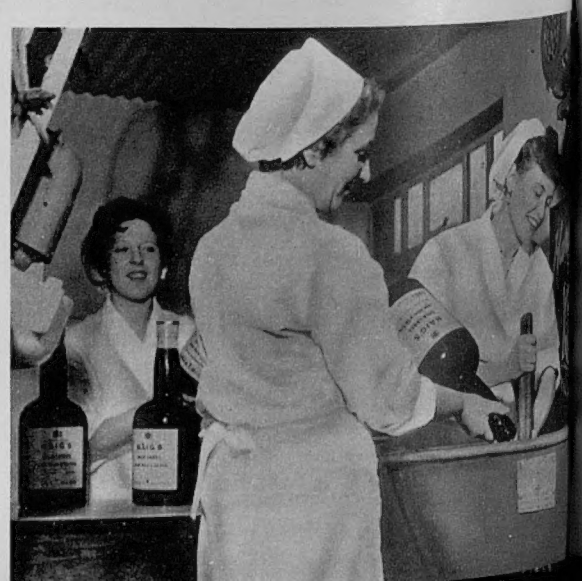
Finally, you might give a thought to sending a subscription to *The Sphere*, although enquiries should first be made to avoid duplication. Few gifts could be more suitable for the executive who must keep in touch with current affairs and business and industrial progress. Details are on page 306.

Charles Dimont

One item from the wide selection of gifts at Hornes is the valet stand to hold everything " at the ready." £5 15s.

For outdoor activities —the cresta, a sheepskin jacket from Suedecraft. Prices from 14 to 21 gns. There is also a ¾-length coat from 16 to 26 gns.

Right: Haig whisky is added to the mixture for a batch of Christmas puddings. Haig is also suggested for mixing with the sauce or butter to be served



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